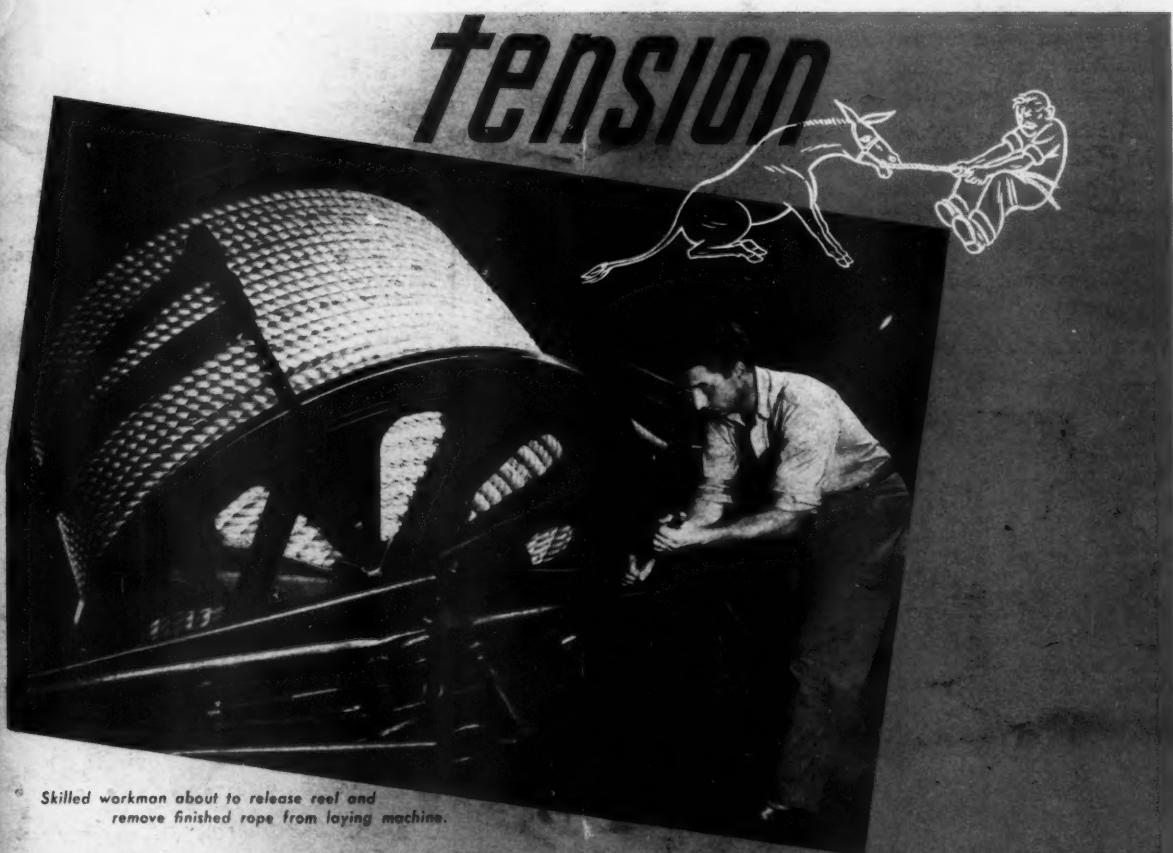


MAY  
1950

# ATLANTIC FISHERMAN



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Proper tension means every yarn of Columbian Rope bears its share of the load. To assure this, a system of weights, brakes, and indicators regulate tension on every yarn until the rope is finally laid. From beginning to end—there is no relaxing of the quality control of Columbian Rope.

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**There is no finer rope!**



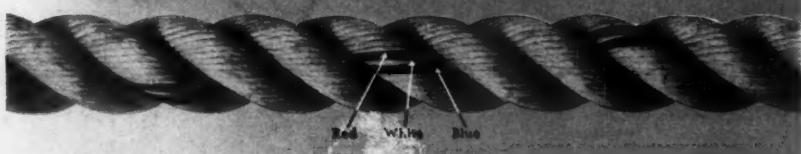
Boston Office and Warehouse

those ever-dependable Columbian features . . . **Greater Flexibility** for easier handling—**Greater Strength** for withstanding tension of enormous poundage—**More Pliability** when wet—**Proof Against Rot**, non-kinking, too—and **Longer Life**.

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When Dallas Pigott's shrimp fleet heads for open water, he knows his crew will be trawling, not tinkering—thanks to the reliable performance of "Caterpillar" Diesel Marine Engines.

Mr. Pigott uses an economy team of "Cat" D8800s and D13000s to power his boats for profitable trawling because he's found that the rated horsepower of "Cat" Marine Diesels is *all* there. The engines deliver *at the propeller* where owners who aren't fishing for fun need it.

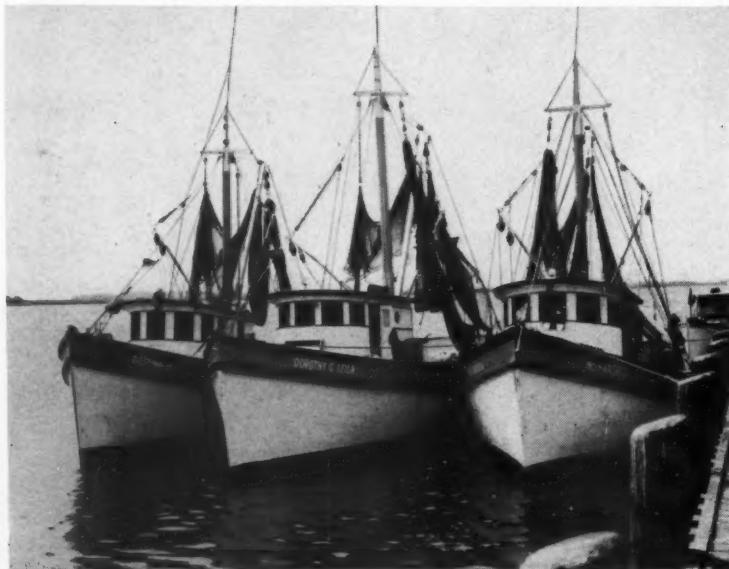
Of his "Cat" D13000, the owner of the United Shrimp Co. says with pride, "It's a darn good engine!" And Mr. Pigott rates the outstanding mechanical feature of his D8800s as "reliability." "For my money," he adds, "it pays to standardize." Fuel consumption of the D8800s is only about 4 gals. per hour.

Why not ask your "Caterpillar" dealer what "Cat" Marine Engines can do for you?

CATERPILLAR TRACTOR CO., PEORIA, ILLINOIS



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*Reliable, work-wise "Cat" D8800s power each one of these United Shrimp Co. trawlers. From right to left, Miss America, 50' long with 16' beam—Dorothy & Leila, 54' long with 15' beam—Roseina II, 50' long with 15' beam. Each trawler is outfitted with a 38" x 20" wheel.*

# CATERPILLAR DIESEL

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## Marine Engines

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# NORDBERG Marine Diesels

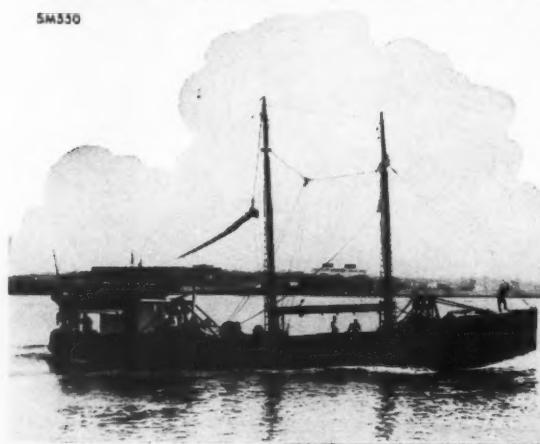
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of Heavy Duty Work Boat Applications

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SM330



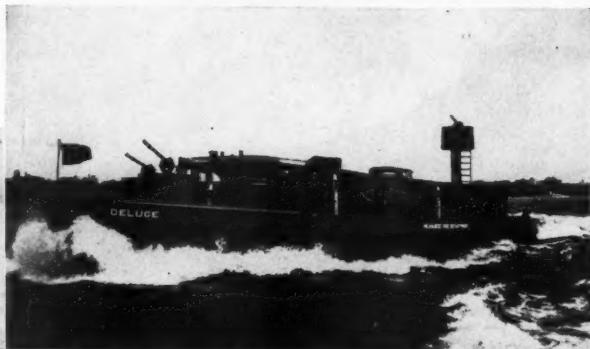
EAST COAST—Dragger STANLEY B. BUTLER, repowered with a 480 H.P. Nordberg Diesel.



WEST COAST—Tuna Seiner SUN BEAM, repowered with a 600 H.P. Nordberg Diesel.



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GREAT LAKES—City of Milwaukee fireboat DELUGE, powered by four 375 H.P. Nordberg Diesels.



**NORDBERG**  
DIESEL ENGINES



## Atlantic Treaty Should Not Impair States' Jurisdiction

At a hearing held in Washington last month on the Green Bill which would implement the Northwest Atlantic Fisheries Conservation Treaty, opposition was voiced to the lack of industry representation on the Commission and to the provision allowing individual States to retain their present jurisdiction over fisheries.

In response to a request from Senator Owen Brewster of Maine, who conducted the hearing, Wayne D. Heydecker, of the Atlantic States Marine Fisheries Commission, furnished a memorandum commenting on the above provisions of the Bill. Following are excerpts from Heydecker's statement:

"As to the question of representation on the International Commission, the Atlantic States Marine Fisheries Commission is firmly of the belief that all the United States representatives on the Commission should be representatives of the public, and that there should be representation of the Federal level of Government, the State level of Government, and the public at large, as is contemplated in the present Bill.

"In view of the limitations of the International Commission as to treaty area, territorial waters, and stocks of fish, it is obvious that if effective management is to be secured, there will have to be integration between International, Federal, and State regulation. The machinery established for the American representation on the International Commission should secure that coordination at the outset in order to avoid confusion, duplication and friction that may otherwise result.

"The proposal that one member should represent management, another labor, and the third be a representative of the public at large, is unacceptable. This would overweight the commission in favor of those who are to be regulated. It would not provide representation, except through the single public member, for the States or the fishermen and other fishing areas along this coast, nor for the consumer.

"It is obvious that some of the opponents of the proposed treaty legislation have the idea that it extends and enlarges State jurisdiction over the fisheries. All the section does is retain the status quo, namely whatever State jurisdiction now exists.

"It was specifically the intent of the International Conference that the International Fisheries Commission would not have jurisdiction within territorial waters. The Commission can only make proposals for joint regulatory action by the signatory Governments in relation to stocks of those species of fish which support International fisheries in the treaty area.

"If regulations originated by the International Commission protect a stock of fish just outside Canadian territorial waters and give no protection to a stock of the same species just outside U. S. territorial waters, because the latter stock does not support an international fishery, the States should not be barred from taking action to protect such local stock which may be partly inside and partly outside of the territorial waters of such States.

"Similarly, it is obvious that if the International Commission confines its recommendations, as it probably will, to stocks of fish of a few limited species, the States should not be barred, in the absence of action by the International Commission and the Federal government, from taking action for the conservation of other species or stocks of fish.

"When the International Commission imposes limits on a stock of a species of fish which supports an International fishery, but which occurs widely in territorial waters, the States should not be prevented from enacting regulations which give additional protection to that stock of fish."

Since it is more than likely that the States will have reason to be concerned with regulations covering International fishing, the provision in the Atlantic Treaty for preserving the States' jurisdiction over fisheries should not be impaired.

# ATLANTIC FISHERMAN

REGISTERED U. S. PATENT OFFICE

The Magazine for Fish and Shellfish Producers  
On Atlantic Coast, Gulf of Mexico, Great Lakes

VOL. XXXI

MAY 1950

NO. 4

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# Reflecting the upswing

## IN FLORIDA BOATING ACTIVITIES

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## Sounding-Lead

**TARIFF NEGOTIATIONS** Negotiations with 17 other countries for reciprocal tariff concessions will be begun by the United States at Torquay, England, on September 28. The countries with which the U. S. expects to negotiate are Australia, Austria, Belgium, Brazil, Canada, France, the Federal Republic of Germany, Guatemala, Korea, Luxemburg, New Zealand, the Netherlands, Norway, Peru, Turkey, the Union of South Africa, and the United Kingdom. The Torquay conference will constitute the third round of tariff negotiations, the first round being held in Geneva in 1947, and the second round in Annecy, France, in 1949.

Under the "List of Articles Imported into the U. S. Which it is Proposed Should Be Considered in Trade Agreement Negotiations" are various fishery items. The Committee for Reciprocity Information has scheduled public hearings beginning May 24 to obtain views in regard to the proposed negotiations.

The following fishery items will be considered for possible tariff reductions:

Fresh mackerel (whether or not packed in ice), whole, or beheaded or eviscerated or both, but not further advanced (except that the fins may be removed). Present duty is  $\frac{3}{4}$  cents per pound; could legally be reduced to  $\frac{1}{2}$  cent per pound.

Groundfish, fresh or frozen (whether or not packed in ice) filleted, skinned, boned, sliced or divided into portions, not specially provided for: cod, haddock, hake, pollock, cusk, and rosefish. Present duty 1 $\frac{1}{2}$  cents per pound under quota; could legally be reduced to 15/16 cents per pound. Over quota duty of 2 $\frac{1}{2}$  cents per pound could be reduced to 1 $\frac{1}{4}$  cents per pound.

Sardines, in oil, neither skinned nor boned, valued at over 18 cents per pound but not over 23 cents per pound. Present duty is 20% ad valorem; could legally be reduced to 15% a.v.

Bonito and yellowtail, in oil, valued at not over 9 cents per pound, present duty is 30-4 $\frac{4}{5}$ % a.v., could be reduced to 22%. Valued at over 9 cents a pound, present duty is 21%, could be reduced to 15%.

Canned sardines and other herring, not in oil. Present duty 12 $\frac{1}{2}$ %, could be reduced to 6 $\frac{1}{4}$ %.

Herring, smoked or kippered or in tomato sauce, canned but not in oil, can weighing with contents more than 1 pound each. Present duty 10%; could be reduced to 7 $\frac{1}{2}$ %.

Canned salmon, not in oil. Present duty is 25%; could be reduced to 12 $\frac{1}{2}$ %.

Pickled or salted salmon, present duty is 10%; could be reduced to 6 $\frac{1}{4}$ %.

Pickled or salted herring, in containers weighing with contents not over 15 pounds. Present duty 15%; could be reduced to 12 $\frac{1}{2}$ %.

Pickled or salted herring, in containers weighing with their contents more than 15 pounds each and containing each not more than 10 pounds of herring, net weight. Present duty is  $\frac{1}{2}$  cent per pound; could be reduced to  $\frac{1}{2}$  cents per pound.

Smoked or kippered fish, except salmon, cod, haddock, hake, pollock, cusk, and herring. Present duty is 10%; could be reduced to 6 $\frac{1}{4}$ %.

Smoked or kippered salmon. Present duty is 10%; could be reduced to 7 $\frac{1}{2}$ %.

Canned razor clams. Present duty is 10%; could be reduced to 7 $\frac{1}{2}$ %.

Clam chowder, clam juice, clam broth. Present duty is 35%; could be reduced to 17 $\frac{1}{2}$ %.

Fish paste and fish sauce. Present duty is 15%; could be reduced to 10%.

Fish roe, boiled and canned. Present duty is 15%; could be reduced to 7 $\frac{1}{2}$ %.

Fish cakes, balls, pudding, not in oil. Present duty is 12 $\frac{1}{2}$ %; could be reduced to 6 $\frac{1}{4}$ %.

**INDEX OF FISH PRICES** A new index of wholesale fishery products prices is now being compiled and published by the U. S. Department of Labor's Bureau of Labor Statistics. The index provides, for the first time, a comprehensive measure of monthly changes in the primary market prices of edible American fishery products. It is computed from 18 price series representing price movements for the major segments of the fisheries industry.

Based on 1947 as 100, the March 1950 wholesale index (97.7) for all fish and shellfish (fresh, frozen and canned) was slightly higher than February (96.8), but much lower than March 1949 (109.7). In March, prices for dressed, drawn or whole fish stood at 112.4; fresh processed fish and shellfish at 92.1; frozen processed fish and shellfish at 103; and canned fish at 88.6.

Compared with February this year, March wholesale prices for fresh and frozen drawn, dressed or whole fishery products increased, mainly due to higher prices for fresh-water fish during the Jewish holidays. Processed frozen and canned fishery products were only slightly higher, while processed fresh fish was slightly lower. Among the latter, prices of fresh haddock fillets increased while fresh shrimp and shucked oysters declined. Prices of canned fishery products during March of this year were considerably lower than in March 1949.

**FROZEN SHRIMP INSPECTION** On April 21, the Food and Drug Administration issued a draft of proposed regulations for the expansion of the Seafood Inspection Service to cover frozen and iced shrimp products. At that time, the industry was invited to submit comments and suggestions.

Replies received as of the early part of May indicate that serious consideration of this draft has been given by both packers and processors of shrimp products. In response to requests that the final date for receiving comments be extended to permit informal meetings with interested persons, the closing date has been postponed from May 15 to June 15. Meetings will be held according to the following schedule: June 5, Room 334, Customhouse & Post Office Bldg., Jacksonville, Florida, 10:00 A.M.; June 6, Room 223, U. S. Customhouse, 423 Canal St., New Orleans, La., 10:00 A.M.; and June 8, Galveston, Texas, the time and place to be announced later.

At these meetings an opportunity will be given all interested parties to discuss the provisions of the proposed regulations for the inspection of shrimp and to offer comments and suggestions.

**1949 IMPORTS AND EXPORTS** United States imports of fishery products during 1949 totaled 464,993,800 pounds, valued at \$111,714,320, and were slightly smaller than in 1948, when 472,318,000 pounds were received. Exports of edible fishery products totaled 149,670,600 pounds, valued at \$30,415,657, and were almost 50 percent greater than in 1948, when 99,765,000 pounds were shipped.

United States fish oil exports in 1949 were the largest on record. Normally a net importer by a sizable margin, the United States exports of 19,300 short tons of fish oil were almost double the quantity imported. European countries took well over two-thirds and North American countries more than one-fifth of the total shipments.

**FILLET IMPORTS** Imports of cod, haddock, hake, pollock, cusk and rosefish (ocean perch) fillets during March totaled 5,485,500 lbs., compared with 4,512,500 lbs. during March 1949.

Total imports of these fillets during the first three months of 1950 amounted to 15,597,250 lbs., nearly 4 million lbs. more than during the corresponding period of 1949. Imports from Iceland were more than double those of last year, and Norway's imports were up from 140 lbs. to nearly a half million lbs. this year.

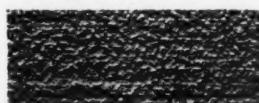
**FISH OIL, MEAL OUTPUT** During the first three months of 1950, 679,614 gallons of fish oil, exclusive of liver oils, were produced domestically, an increase of 98 percent over the corresponding period of 1949. The quantity of fish oils produced during March

(Continued on page 51)



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**MARYLAND**—Oxford  
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**SOUTH CAROLINA**—Charleston  
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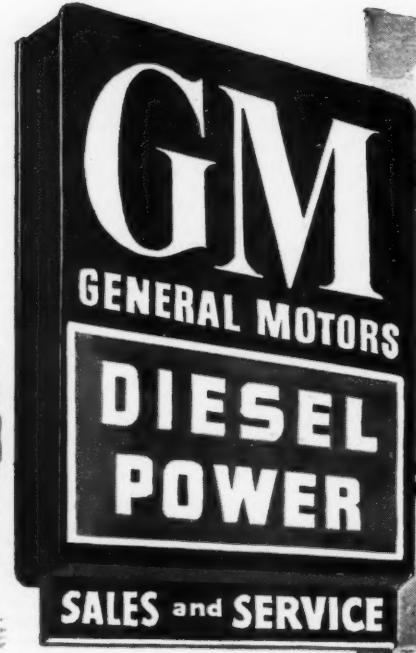
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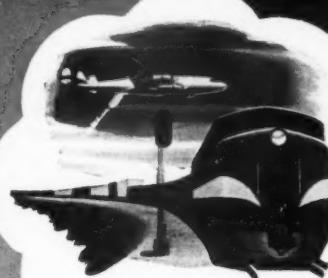
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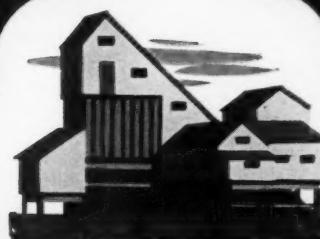
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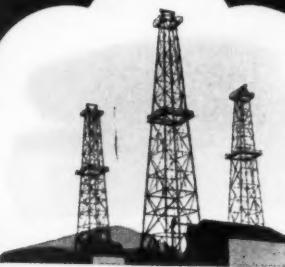
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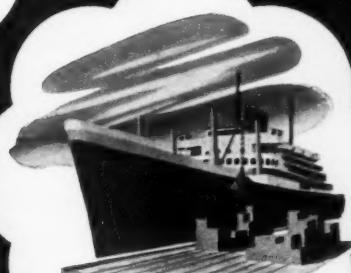
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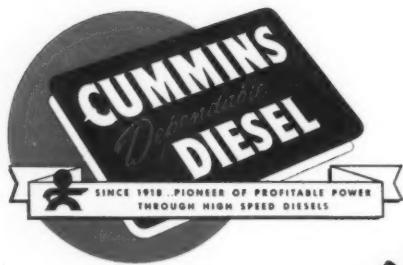
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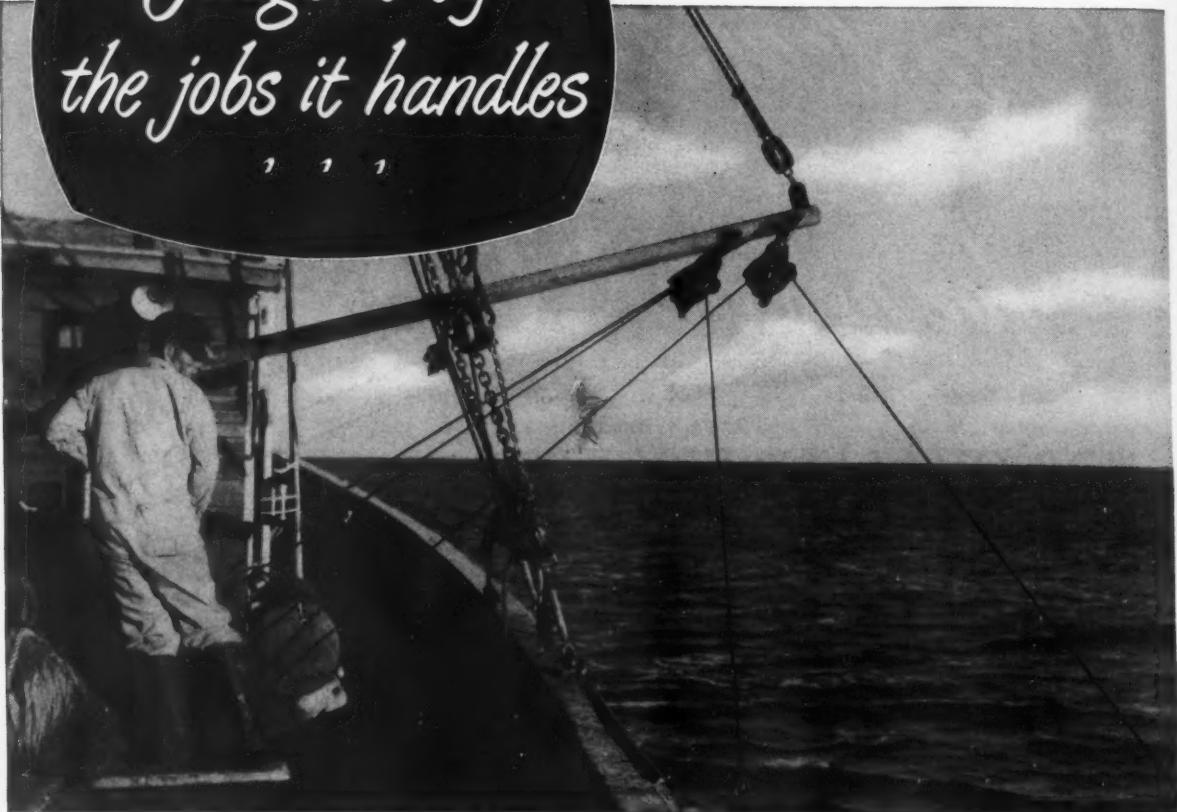
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# Fisheries Convention Opposes Lower Duties

## National Institute Elects Usen President at Fifth Annual Meeting Held in Chicago

IRVING USEN of O'Donnell-Usen Fisheries Corp., Boston, Mass., was elected President of the National Fisheries Institute at its Fifth Annual Convention, held April 18-20 at the Edgewater Beach Hotel, Chicago. Harald Synnestvedt of New England Fish Co., Seattle, was elected Chairman of the Board.

The Vice-Presidents named at the meeting are: John Del Torchio of Cape Ann Fisheries, Inc., Gloucester, Mass., for Region I; Royal Toner of Lester & Toner, Inc., New York, Region II; A. J. Wegmann of Bagille's Seafoods Co., Inc., New Orleans, Region III; Lionel Shatz of A. Paladini, Inc., San Francisco, Region IV; Henry Goodrich of New England Fish Co., Astoria, Oregon, Region V; and William Lippman of Morris Fisheries, Chicago, Region VI.

W. Wade Ambrose of Westgate Sea Products Co., San Diego, and F. M. Bundy, of Gorton-Pew Fisheries, Ltd., Gloucester, were re-elected Secretary and Treasurer respectively.

More than 700 leaders of the fishing industry from all parts of the country attended the convention, the business sessions of which attracted an unusual amount of interest. William Lippman of Morris Fisheries, Inc. was chairman of the Host Committee, while Mrs. E. M. Concannon was chairman of the Ladies Reception Committee. Boston was chosen for the meeting place of the 1951 convention.

### Import Duty Reductions Opposed

Strong opposition to further import duty reductions was voiced by the Convention. "Past reductions have brought existing duties on fishery products to levels that have led to severe competition from foreign sources," said the statement which was adopted by unanimous vote, "thus threatening the domestic industry, its price structure, wages and employment."

"The fisheries industry is not opposed to imports that do not place our producers at a competitive disadvantage but seeks protection only to the points of assuring fair competition. Any further reductions of duty would only aggravate a condition that already calls for a remedy. The Institute therefore expresses strenuous opposition to the inclusion of fishery products in the list of items upon which further duty reductions are to be negotiated."

The convention also expressed opposition to ratification of the charter of the International Trade Organization by Congress, on grounds that such ratification would shift authority for regulating tariff and imports from Congress to an "international body not responsive to domestic interests in which the United States would have one vote, thus leaving domestic producers virtually without a voice in the matter of national import policies."

Another statement adopted by the convention declared the Institute is "unequivocably opposed to the Brannan Plan or any other subsidy plan which permits direct payment to farmers, consumers or any other party or parties that would jeopardize or place the fishing industry and its members on an inequitable or unsafe level in the market."

### ECA Viewpoints Attacked

The third round of tariff reductions on imports, scheduled to be negotiated this fall, threatens the fishing industry, O. R. Strackbein, chairman of the National Labor-Management Council on Foreign Trade Policy, Washington, D. C., said.

He criticized what he called "unwarranted minimizing of the impact of imports" of ECA, adding: "Simply to



Newly elected officers of the National Fisheries Institute. From left to right: F. M. Bundy of Gloucester, Mass., treasurer; Irving Usen of Boston, president; Harald Synnestvedt of Seattle, chairman of the board; W. Wade Ambrose of San Diego, secretary.

say that the proposed increase in imports would amount only to small percentage of our total national production is meaningless. In fact, the artificial stimulation of imports as proposed by the State Department and ECA, may be as upsetting to the present economic equilibrium as an extra dose of medicine to a convalescent."

"The imports are in no sense evenly distributed. Some industries have no competition at all from abroad. Others experience very sharp and destructive competition."

Strackbein said that the United States economy is highly vulnerable to under-cutting competition from abroad "because we stand on a high plateau of prices that we cannot climb down from without lowering national income. Present national budget levels of \$40 billion require an income of well over \$200 billion a year if taxes are not to take an even heavier share of our income than they do today."

### Forum Reviews Institute's Progress

At a "Behind the Scenes" forum which reviewed the progress of the Fisheries Institute since its founding five years ago, Harald Synnestvedt, retiring president, said that the National Fisheries Institute has come of age and proven its value as the industry's cooperative trade association.

Participating in the forum, besides Mr. Synnestvedt, were: Charles E. Jackson, general manager; Ray Steele, general counsel; Murray Wheeler, public relations director; Max Xavier, West Coast representative of NFI; J. L. Alphen, chairman of the Public Relations Committee; and president-elect, Irving Usen.

"NFI is dedicated to serve the fishing industry as a whole," said Mr. Jackson. "Every activity is designed to service all the industry, with the exception of the labor end of it, and every segment, no matter what section of the country in which it is located."

On the matter of the threat of imports from abroad, Jackson said, "By reason of increasing pressure, the NFI Import-Export Committee directed me last year to do our best to protect our members against ever-increasing imports. We called an industry-wide meeting and the outgrowth of that was the present Labor-Management Council on Foreign Trade Policy. This group includes members of other industries who are interested in ob-



National Fisheries Institute vice presidents, showing from left to right: John Del Torchio, Gloucester, Mass.; William Lippman, Chicago; and A. J. Wegmann, New Orleans.

taining reasonable restrictions on imports. We do not advocate barring of all fishery imports, but we do believe in the rule of reason."

Ray Steele told the Convention of numerous efforts of the NFI staff on legislative and transportation matters. Speaking of the complete victory which was won in the Railway Express Agency icing case, Mr. Steele said: "Since we were given a 100 percent victory, we can truthfully say that the fishing industry will be saved millions of dollars. Had we lost the case, we figure it would have cost the industry no less than four million dollars per year."

He also told of the work in the Monark Egg Case and said this work has resulted in reductions of transportation rates on fisheries products by regulated carriers, both trucks and railroads, saving the industry other millions of dollars.

Mr. Alphen and Mr. Wheeler gave a slide presentation of the results of the Institute's public relations work, showing what has been accomplished during the past year in publicity for all species of fish.

"Never before in history have the media of communication, including radio, magazines and newspapers, given so much attention to our fisheries products," said Mr. Wheeler.

Mr. Alphen declared that even greater consumer promotional effort is essential if the fisheries industry is to maintain its sales at current high levels. He added that in the public-relations program, NFI now has a service which is available to all segments of the industry, at the same time performing an outstanding service in developing larger markets.

At the conclusion of the forum, Usen said: "NFI has shown to all of us the value of unity and cooperation, even in competitive business. Its achievements are impressive, but there is need for even greater cooperation among all of us. Only if we work jointly can we solve the problems which our industry faces. There are far too many in our industry who are not members of NFI. Before we leave this Convention, let each of us pledge ourselves to bring in at least two new members."

#### International Fishing Problems Discussed

Differences of opinion on how to solve the volume of fisheries catch by the industries of various countries developed on the floor of the Convention.

Jack Croft Baker, president of the British Trawler's Federation, expressed the belief that quantitative limitations on the total amount of fish taken from the seas should be agreed upon as a means of avoiding depletion of the supply. In addition to such limitations of the catch, Baker further proposed that different nations be allocated percentage shares of the take for their own fisheries industries.

W. M. Chapman, Washington, special assistant to the Under-secretary of State, declared he did not think such allocations to different nations would be practical. He suggested that a quantitative limitation could be agreed upon but that each nation's fishing fleets should be permitted free access to the fishing beds and should further be permitted to fish until such time as the quantitative limitation had been caught. This, Chapman said, would give each nation's fishing fleets an opportunity to fish competitively with the fleets of other nations.

Thor Tollefson, member of Congress from Washington State and of the House of Representatives committee on fisheries, advocated that U. S. fishing fleets go farther afield in their search for fisheries products as a means of protecting the American industry on both quantity and quality of product and also in order to maintain claims to fishing fields in international waters. He said distant fishing should be encouraged by the Government as well as the private fisheries industry.

Citing the problems of the British fishing industry, Baker said: "Government controls of our industry have been one of our greatest handicaps to a successful operation of our business. Once we are freed from controls—and the lifting of such has at last begun—we will again be free to work out our own problems. Great as our problems are, we can save ourselves if we are free from Government interference."

Baker warned the American fisheries industry against quantity production of its products with disregard for quality. "Quality must be maintained if the consumer is to be satisfied," he said.

The Britisher urged the establishment of a federation of European fisheries interests to work out the problems which, he said, are common to all, expressing the hope that an approach of "live and let live" will bring about understanding between business interests of different countries.

#### Greater Sales Effort Advocated

Charles G. Mortimer, Jr., vice president of General Foods Corp., urged members of the fishing industry to keep pace with the growing population and increase fish and seafood sales by "real planning."

"You must set your sights," Mr. Mortimer declared, "not only on greater productivity, but on building a demand on the part of this increasing population to consume it. But I warn you, your competitors for the mouths and stomachs of America will not stand idly by and not raise a finger while you do so."

The speaker also told the fisheries, "I have heard your members refer to your business as one of America's earliest industries. Your industry, then, has an interest, even a responsibility, in the future of America because you have been such an intimate part of its past. You have grown with America. But the partnership of production and distribution must be used to its fullest extent



National Fisheries Institute vice presidents, showing from left to right: Lionel Shatz, San Francisco; Henry Goodrich, Astoria, Oregon; Royal Toner, New York.



Some of the National Fisheries Institute directors, showing from left to right: Capt. John Santos, Patterson, La.; Robert P. Fletcher, Jr., Chicago; Frank W. Wilkisson, New York; Thomas A. Fulham, Boston; Capt. John G. Murley, New Bedford, Mass.; August Strauss, New York.

if you are to get the most efficient use out of the natural resources of which you are the envied custodians."

#### Growth of Air Transport Cited

Results of a year's experimentation with fast delivery of fish from port of catch to wholesale markets were reported by Joseph Scott, of Meteor Air Transport, Inc., Teterboro, N. J. Scott said his Company has transported more than a million pounds of fresh fish from Great Lakes ports to Fulton Fish Market in New York at a cost competitive with slower transport via truck or railroad. He forecast the day when housewives would have "dated" fish and shellfish products on their tables within twenty-four hours of being caught.

One of the main problems which had to be met in developing the air transport system, according to Scott, was to reduce the weight of containers and ice used in fish transport. It was finally accomplished, he said, by using wire-bound boxes. This alone reduced the weight of the containers for fifty pounds of fish from eighteen to five pounds. Because of temperature controls possible with air transport, the ice weight essential for proper preservation of the product was reduced from forty to five to seven pounds.

"There is no reason under this air transport system why any species of fish or shellfish cannot be delivered from sea or lake ports to any market in the nation within twenty-four hours after it is caught," Scott asserted. "In this way, the demand for strictly fresh products can be met and quality control can be maintained."

#### Standardized Shipping Containers Urged

James K. Knudson, newly appointed member of the Interstate Commerce Commission, urged the fisheries industry to cooperate with all transportation facilities with a particular view to determining better methods of shipping fish products to market.

"There is need for such cooperation particularly in the shipment of fresh fish in iced containers," he said. "Steps should be taken to standardize sizes and weights of containers and icing practices, which are now far from uniform. There is a wide field for research in discovering the manner in which small lots of fresh fish can be moved to many interior destinations. This field should be explored by the industry, by the transportation agencies and by the Government."

"There are indications," he said, "of competition forcing freight rates down on many commodities. He suggested that the fishing industry, in keeping with the practices of other large shipper groups, could well maintain a committee of experts to protect the industry's rights and privileges in this field."

#### By-Products Group Has Program

A special program for the fishery by-products industry was sponsored by the NFI Fish Meal, Oil and By-Products Committee. Several talks were given on the use of fishery by-products in feeds, and E. A. Power, chief of the Sta-

tical Section of the Fish & Wildlife Service, gave a statistical review of the fish meal and oil industry.

Ben Shipman, veteran of the fisheries industry, Los Angeles, was named the "man of the year" of the industry by having the National Fisheries Institute Yearbook dedicated to him. J. L. Alphen, first president of NFI, made the presentation, paying tribute to Shipman for his leadership in the movement which resulted in the organization of the Institute.

#### Directors for Coming Year

The new directors are: Region 1—James B. Carlson, Baker, Boies & Watson, Boston; Thomas A. Fulham, Fulham Brothers, Boston; Thomas Harrington, Fabet Corp., Gloucester, Mass.; David Doren, Trident Sales Co., Boston; Robert Howlett, Mid-Central Fish Co., Portland, Me.; Stanley Letson, Maine Fish Meal Co., Portland; Capt. John G. Murley, Fairhaven, Mass.; L. Vernon Drape, Louis A. Drape, Inc., Fall River, Mass.

Region 2—Harry L. Claxton, R. W. Claxton, Inc., Washington, D. C.; Frank W. Wilkisson, F. W. Wilkisson, Inc., New York; Louis Goldstein, Liberty Fish Company, Philadelphia; Charles Ballard, Ballard Fish & Oyster Co., Norfolk, Va.; Willis Gregory, Florence Fish & Oyster Co., Florence, S. C.; Charles Woodfield, Woodfield Fish & Oyster Co., Galesville, Md.; Ammon G. Dunton, Virginia Fisherman's Association, White Stone, Va.; August Strauss, Galilee Fish Co., New York.

Region 3—Victor Gonzales, Star Fish & Oyster Co., Mobile, Ala.; J. R. Clegg, J. R. Clegg Shrimp Co., Port Lavaca, Texas; Morgan Daniels, General Seafoods, Inc., Port Lavaca; Capt. John Santos, Patterson Shrimp Co., Patterson, La.; Benjamin S. Morahan, General Seafoods, New Orleans, La.; W. W. Gillis, Taltavull Shrimp Co., Biloxi, Miss.; Max Meyer, Meyer Fish & Produce Co., Jacksonville, Fla.; F. E. Welles, Jr., E. E. Saunders Co., Pensacola, Fla.

Region 4—Lloyd Turna cliff, Meredith Fish Co., Sacramento, Cal.; Jack Willis, Wilbur-Ellis Co., San Diego, Cal.; Aldo Casaretto, Koulouris & Casaretto, Los Angeles; Emanuel Stein, Stein's, Pueblo, Colo.; Max Freeman, Freeman Certi-Fresh Foods, Los Angeles; J. D. Williamson, Fortune Fisheries, Inc., San Francisco; J. J. Camillo, J. J. Camillo Brokerage Co., San Diego; E. T. Meakin, Tamalpais Packing Co., San Francisco.

Region 5—J. W. Mendenhall, Ketchikan Cold Storage Co., Ketchikan, Alaska; E. A. Ruthford, San Juan Fishing & Packing Co., Seattle; Harald Synnestvedt, Jr., New England Fish Co., Everett, Wash.; Myer Bornstein, Bornstein Seafoods, Bellingham, Wash.; Gordon Bruce, Portland Fish Co., Portland, Oregon; Arnold Waring, Haines Oyster Co., Seattle; Dudley Turna cliff, Yaquina Bay Fish Co., Newport, Oregon; Ivar Wendt, Seattle.

Region 6—C. J. Lynch, Lynch Fish Co., Cincinnati, Ohio; O. R. Juhl, Olsen Fish Co., Minneapolis; C. Roy Kratzer, Forest City Fish Co., Cleveland; Charles Salasnek, Salasnek Fish Co., Detroit; Ralph Carr, Mid-Central Fish Co., Kansas City, Mo.; Frank Girse, Meletio Seafood Co., St. Louis; R. P. Fletcher, Jr., Booth Fisheries Corp., Chicago; Roy A. Jensen, Jensen and Jensen, Escanaba, Mich.

# Factors Affecting Maryland Oyster Yield

James B. Engle Reports on Cultch, Seed Supply,  
Barnacles, Salinity and Temperature of Water\*

**C**URRENT field exploration by the Fish and Wildlife Service and the Maryland Department of Tidewater Fisheries has revealed several features of the Maryland portion of Chesapeake Bay which either were ignored or unknown as factors in oyster production. In the upper part of the Bay flood waters frequently have reduced salt content to dangerously low levels. The effects on oysters were high mortalities, inhibited growth and retarded development of gonads and meats.

As a result of these periodic high mortalities and erratic recruitment in this area, many of the bars were reduced to beds of shells. This region is veritably a "no oyster's land" because fluctuations in salinity change the environment from fresh water to 15 parts per thousand salt within the annual period; often this radical change is accomplished within a few weeks or days.

Inventory surveys have been conducted annually throughout Maryland oyster-producing waters and recently in major tributaries of Virginia. The results have given a year by year record on changes in oyster population, including recruitment. From these data, gathered over the past ten years, a recruitment potential may be calculated so that a formula composed of natural recruitment, plus planted seed if needed, minus natural mortality, equals oysters available for commercial harvesting.

## Seed Oyster Supply

To make a program based on this formula function at a level that will permit a planned increase in production, a seed oyster supply of sufficient volume must be developed and maintained. Locations of areas or bars best suited for seed oyster development were disclosed through evidence collected on inventory surveys. At present, four areas are under development. The acreage actually used is small and entirely inadequate to increase production materially. The limitation is not on available acreage, but on available cultch. Shells from shucking houses constitute the bulk of the cultch.

Under present distribution of shells in Maryland those available for cultch use represent the portion not claimed by road construction, drainage fill, shell grinding for poultry trade, and lime for agricultural use. A further complication in procurement of shells for planting in seed

\* Chief, Chesapeake Bay Investigations of the Fish & Wildlife Service, Annapolis, Maryland.



The 89' oyster dredger "W. A. Ballard" loading buoys for marking oyster grounds at Norfolk, Virginia. She is owned by Ballard Fish and Oyster Co., skippered by Capt. J. M. Hutson and powered with a 135 hp. D17000 Caterpillar Diesel.

areas is the necessity for the State to purchase them on a competitive market with limited funds.

The problem of supplying adequate cultch for meeting an expanding seed requirement demanded a substitute for shells or the locating of untapped sources of shells. The first part of the problem is being studied by determining the efficiency of steel furnace slag, scrap tin and plaster fragments from discarded broken foundry molds. The second part can be answered by utilizing the vast accumulation of shells in upper Chesapeake Bay as a local source and importing similar unused supplies.

Other features of cultch condition are durability in texture and cleanliness with relation to deposited silt and organic fouling. Shells break down rapidly in areas where boring sponge and *Polydora* worms invade them. The physical intactness of the shell is lost and the remnants become flaky small particles which mix with bottom debris and lose their integrity as cultch.

Cleanliness is of prime value in considering maximum efficiency of cultch. If an oyster bed is in an area where silt-laden water deposits its suspended matter, shells become useless as cultch, as the silt layer covers the shell surface. Shell surface also can be rendered inefficient by fouling organisms. However, it may be wise to utilize areas with a setting potential of relatively high value, even if located in places where heavy fouling exists.

## Period of Maximum Setting

To stem destruction of oyster beds and to bring about systematic rehabilitation and an increase in commercial production, the following investigations were undertaken:

Seasonal setting of oysters in several areas of the Bay and tributaries was determined by study of shell bags placed and removed at weekly intervals. Bags were placed well in advance of the earliest possible setting date. Fouling was recorded at the same time the bags were examined for setting of oysters. Distribution of oyster larvae and setting were observed simultaneously in many places.

The period of maximum setting disclosed in these experiments determined the most effective time for shell planting. This information was incorporated immediately in the State shell planting program.

Within promising seed areas, such as Eastern Bay and Holland Straits, exploration of intensity of setting, distribution and survival of larvae, and location of spawners, were observed with relation to water circulation, chemical and physical changes in the water, and physical condition of the bottom. These observations are still in progress.

The biology of major fouling organisms was studied under the same ecological circumstances. Results of some of these observations helped to determine relationship between successful seed production and failure. Barnacle setting occurred in early Spring and reached a maximum by mid-May. To avoid unnecessary fouling by this organism, shell planting was concentrated between May 15 and July 1. Successful results in seed production vindicated the limited period of planting.

With other fouling, such a clear-cut freedom from shell contamination was not always possible because of similarity of timing of oyster setting and fouling. A method of control was developed through use of DDT treatment of shucking house shells. *Bryozoa*, algae and barnacles were inhibited by a film of DDT, while oysters did not materially refrain from setting on these shells if a period of about 4 weeks elapsed before the beginning of setting.

## Rates of Growth Vary

Oysters have varying rates of growth. A controversy exists concerning whether growth tendency is inherent principally to the individual oyster or to the environment.

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# Minimum Size Limits for Fish Suggested

## Recommendations Pertaining to Certain Atlantic Species Give Consideration to Trash Fishing\*

THE new "trash" fishery which mushroomed during 1949 and which appears to be destined for continued growth, offers both a promise and a threat to the fishing industry of New England. On the one hand it is a new development of great economic importance to small trawlers, to fish meal processors, and to fish meal users. Insofar as it is making use of relatively unexploited fish stocks, it is a boon to the industry, and possibly also to the stocks of edible fish on the banks, which will have more food and more room to grow because of the removal of their competitors.

The threat lies in the destruction of edible species before they are large enough for market. Many such species, notably the haddock, yellowtail, blackback flounder, and rosefish, are already subject to heavy fishing. Further fishing on the smaller sizes and sale of them to reduction plants might have serious repercussions.

This discussion and the recommendations which follow were prepared at the request of the Atlantic States Marine Fisheries Commission. Although the Commission's request originated because of the alarm of some conservationists at the rapid growth of the "trash" fish industry, the small fish problem has been a part of the established fishing industry for many years and numerous recommendations have been made by the Fish and Wildlife Service.

### Reasons for Applying Size Limit

A minimum size limit should be considered for one or both of two reasons. The first is to prevent the landing of those sizes of fish which the market ordinarily does not want.

The second reason for applying a minimum size limit is for conservation. If conservation is taken to mean the production of a maximum sustained catch, then a minimum size limit will be useful only when certain conditions prevail.

The first of these conditions is that the fishing industry must catch the sizes of fish most valuable. If the young are more valuable than the adults, as is the case with the sea herring in Maine, then a minimum size limit can not reasonably be considered.

A second condition is that during the period when the fish are protected by the size limit they must gain by growing more rapidly than they lose by dying. It is futile to protect small fish which grow slowly and die off so rapidly that few are available for capture.

A third condition is essential after the second has been fulfilled. The fish must ultimately be caught, or contribute to the spawning stock. They must not have migrated to inaccessible banks, and they must be fished intensively enough to insure the capture of most of them. That they be available for capture later is as important as that they contribute to the spawning stock.

But even if these conditions are met, the minimum size limit will be effective only if it prevents the young fish from being killed. Preventing them from being landed or sold is not enough since small fish, once caught, are virtually all killed in the usual fishing operations.

A minimum size limit alone, in certain fisheries, may be moderately effective in preventing the capture of young fish. This will be the case when it discourages fishermen from fishing where there are such concentrations of small fish that it is too much work to sort out the marketable ones. Usually, however, small fish are mixed with larger quantities of marketable fish and fishermen must catch them if they are to get a fare. This was shown conclusively by the trawl fleet operating on Georges Bank



Bettmann Archive

Herring fishermen off the New England Coast in 1885.

in 1947, when they destroyed and discarded at sea 17 million young haddock while bringing in to market 42 million of larger size.

### Larger Mesh

Most small fish will escape through large meshes. This has been shown by repeated experiments which compared mesh of different sizes. The most elaborate of these experiments was one in which British sister ships fished alternately with large and with small mesh for a period of a year. The large-mesh net allowed most small fish to escape, but actually caught fish worth slightly more money than those taken with the smaller mesh.

Some fishermen argue that the meshes close up when the net is towed, but their actual practice weakens their argument. They regularly use a small-mesh liner to catch slender fish, such as small hake and whiting, and also use a large mesh to avoid trash when fishing with a limited crew for broad fish such as fluke or yellowtail flounder.

However, the fishermen's argument that large mesh will catch small fish has some basis, for large mesh will catch some small fish. Our experiments on haddock show that the recommended mesh, which will permit most small haddock to escape, will still catch about 20% of the small fish (this would usually be less than 5% of the total catch) which entered the net and which became entangled with the mass of other fish. This proportion of small haddock would be killed, and having been killed, might as well be landed.

Therefore, the minimum size limit must not be absolute prohibition against the landing of small fish. There must be a tolerance which would permit the handling of that small percentage of the catch which was small-sized fish, but which was unavoidably caught by the fishermen using large mesh.

The use of large mesh, however, is simply not practical in some fisheries. When several species of fish are sought that have different body shapes, there will be a great difference in the size which will escape. For example, a mesh permitting an 11" yellowtail flounder to escape will allow a far larger red hake to escape. If the fisherman is seeking "trash" fish which consists largely of red hake, then he cannot use a mesh which will permit undersized yellowtail flounder to escape.

In the trap fishery, too, a large mesh in the net is impractical. The fisherman may get successive runs of slender weakfish, broadbodied butterfish, or scup. If he is to catch the slender fish, he has to catch the small sizes of the broadbodied fish.

The situation is different in the haddock fishery. The haddock is the principal species sought and the mesh de-

(Continued on page 32)

\* Information compiled by William F. Royce and Howard A. Schuck, fishery research biologists, Division of Fishery Biology, U. S. Fish & Wildlife Service.

# Court Decisions Concerning the Fisheries

By Leo T. Parker, Attorney at Law

**R**ECENTLY a reader wrote as follows: "We have a law suit we want to win. You gave us a list of cases which helped our lawyer win a suit last year. Can you accommodate us again? What employees in fish processing plants must be paid wages specified by the Fair Labor Standards Act?"

For the benefit of this reader and other readers we shall review a recent higher court decision which seems to clearly answer this important question. This case is *McComb v. Consolidated Fisheries Co.*, 174 Fed. (2d) 74. Here are the facts: The Consolidated Fisheries Co. has a plant at Lewes, Del. which consists of a wharf or dock, manufacturing plant, storage houses, storage tanks, railroad sidings, bunkhouses, mess hall and kitchen.

From late May or early June until October or November of each year, menhaden are brought to the dock by boats. At the dock or wharf the fish are unloaded from the boats and conveyed by a sluice or water conveyor to the factory. There the fish are processed into Grade A and gurry oil, the grade depending upon the condition of the fish at the time of processing. The plant is situated two miles from the nearest town and restaurant, and, since a large number of the employees come from distant places, the Company provides them with bunkhouses and a mess hall.

After the close of the fishing season in October or November, most of the manufacturing employees return to their homes. A skeleton crew remains, however, and works throughout the non-fishing season. During this period, the premises are cleaned of fish which have accumulated during the fishing season. These fish particles, which take the form of a gummy and hardened mass, must be removed from conveyors, flights, drives, chains, filters, drain slots and sediment tanks.

The Administrator of the Wage and Hour Division sued the Consolidated Fisheries Co. to enjoin violations of minimum wage overtime and record-keeping requirements of the Fair Labor Standards Act in respect to the employees in this skeleton crew.

The Administrator contended that the employees in the skeleton crew were within the scope of the Fair Labor Standards Act because their work was not processing fish and fish products and the law exempts only employees who do processing work.

However, the higher court decided that the employees were exempt from the Fair Labor Standards Act and held that the Company need not pay them wages specified by this Act.

This court held that all employees are exempt from the Fair Labor Standards Act who are hired by an employer in "catching, taking, harvesting, cultivating or farming of any kind of fish," including such work as loading, unloading, packing of such products for shipment, propagating, processing, marketing, freezing, canning, curing, storing, or distributing the products. The court said: "Here we are dealing only with the shoreside operations of first processing."

This court said further that the law with respect to employees who perform work on fish and fish products after the first processing was not decided. In other words, employees engaged in work after the first processing or at places other than the shoreside processing plant may or may not be exempt from the Fair Labor Standards Act, depending upon the holdings of higher courts in future litigations.

## Fish Taken without Property Owner's Consent

Considerable discussion has arisen from time to time over the legal question: Can a property owner sue and

recover from a trespasser money the trespasser received from fish taken from the low-water mark without the property owner's consent? According to a higher court decision, the answer is "no".

Also, this higher court upheld the validity of a State law which forbids operation and maintenance of a fish trap or weir in tidewaters below the low-water mark.

For example, in *Perry v. Dodge*, 67 Atl. (2d) 425, a State law was litigated which provides that no fish weir, trap, or wharf shall be maintained in tidewaters below low-water mark in front of the shore or flats of another without the owner's consent.

One Perry owns shore property. A man named Dodge maintained a fish weir over the tidewaters and flats off the uplands owned by Perry without a license, and without consent of Perry.

The testimony showed that the weir proper, or the pound or enclosure, was below low-water mark. There was a leader from the weir to a point on Perry's shore above low-water mark. At no time did Dodge have the required license, but previous owners of the land did not object to the use of the weir privilege on this ground. When Perry acquired the property, Dodge was forbidden by him to maintain and operate the weir. Dodge continued to operate the weir and at various times took all fish out of the weir and sold them.

In subsequent litigation the higher court held that Dodge was liable in damages to Perry, saying: "Insofar as the plaintiff (Perry) has been injured by the existence of a leader to the weir above low-water mark, he has full and adequate remedies at law for trespass."

Perry filed suit to collect from Dodge the money the latter received for the fish he took from the weir. The higher court refused to hold Dodge liable, saying: "There was conversion of the fish by the defendant. Fish are ferae naturae and belong to the first taker. Here the fish were first taken by the defendant (Dodge) in the pound or enclosure of the weir below low-water mark."

## Vessel Laid Up by Collision

Employees on a fishing vessel are entitled to damages for a lay-up, and consequent loss of income, if the testimony shows that the collision resulted from negligence of the crew of the other colliding vessel. This rule of law is applicable although both vessels are owned by the same company.

For illustration, in *Van Camp Sea Food Co., Inc. v. DiLeva*, 171 Fed. (2) 454, the testimony showed facts, as follows: The Van Camp Sea Food Co. had 13 employees on a vessel for the sardine fishing season. Wages of the employees were shares of the value of the sardine catch. The testimony showed that after deducting fuel and dockage charges and Social Security and Withholding Taxes, each of the 13 crew members had one share. The captain had an additional half share and a fisherman furnishing the net an extra two and one-half shares. The vessel owner was entitled to three and one-quarter shares, of which he gave one-half share to the captain.

During the season the vessel on which the 13 crew members were employed had a collision with another vessel also owned by the Van Camp Sea Food Co. The crew members were idle for nine days while the vessel was being repaired. There were 48 days remaining of the season after the nine-day lay-up.

In subsequent litigation, the higher court held that the Van Camp Sea Food Co. must pay damages or wages to the 13 crew members for the nine days' lay-up caused by negligent operation of the other vessel owned and operated by Van Camp. The court held that the proper amount of damages consisted of the amount arrived at by dividing the total catch by 48 days.

## Maine Fishermen Form New Association

An association representing all branches of the fishing industry on the Maine coast from Kittery to Quoddy Head was formed recently at Rockland. The new association is for fishermen only, and its officers are: President, William G. Butman, Rockland; Vice-President, David W. Mann, Spruce Head; Treasurer, Norman D. Hatch, South Thomaston; Board of Directors, the Messrs. Butman and Mann; Russell D. Stewart, Rockland; Philip H. Lester, Cushing; Maurice Smith, Matinicus; Gordon C. Simmons, Spruce Head; George Francis, Round Pond; Leslie Wilson, Criehaven; Stanley G. Simmons, Friendship.

The purposes of the association are to benefit and assist all independent fishermen, to promote a program to bring about a more friendly spirit of cooperation among all fishermen, to conduct investigations, make experiments and do any and all things tending in any way to increase the knowledge, further the interest, and improve the condition of its members.

### Clam Flats Reopened

Jones Creek, connecting the Scarborough River and Dock Creek, was reopened to clam diggers on April 13 after being closed more than three years because of pollution. The Creek, 3,600' long and at least 325' wide, now is one of the best clam digging areas in Maine, the Sea and Shore Fisheries Department announced recently.

Warden Dwight L. Underwood, Saco, supervisor of the First District, estimated that the first day's yield totalled at least 70 bushels, and most commercial diggers agreed that the good digging would last throughout the Summer.

### New Lobster Boat Launched

The Makinen Brothers Boat Yard at South Thomaston launched the 30' x 9'4" x 3' lobster boat *Barbara S.* for John Mitchell of South Thomaston on April 23. Sponsor of the craft was Mrs. Barbara Smith of Portland, sister of the owner.

The owner will operate the new craft out of Spruce Head, putting her into use at once with the sizable lobster fleet operating from there. Power for the boat is supplied by an 87 hp. Chrysler Ace gasoline engine with power take-off for the trap hoist. She is framed of oak and planked with native cedar.

### To Continue Smelt Survey

The Department of Sea and Shore Fisheries will continue its smelt survey this Spring by collecting and marking approximately 20,000 fish from Lincoln and Knox County streams.

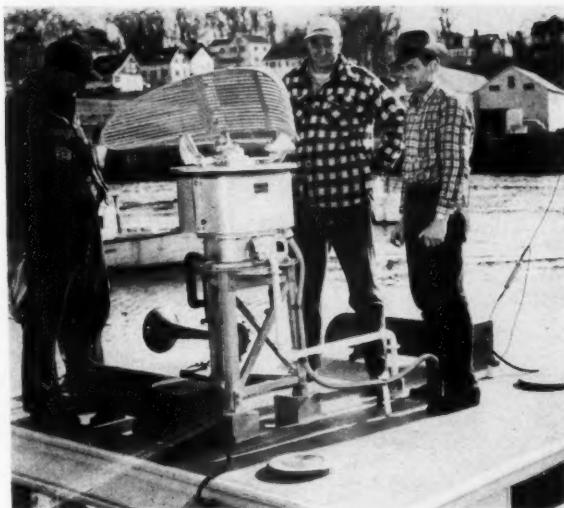
The study, which will continue for several years, may determine the extent of the fishery and whether or not the spawn fish return to the same streams each Spring. Past studies reveal the possibility that smelt that lie in the streams during the Winter months are not the same group which return to spawn in the Spring.

To identify the smelt marked this year from those surveyed last year, both the dorsal and adipose fins will be removed. Last season only the dorsal fin was taken. All fishermen catching these fish are requested to report them to the Department of Sea and Shore Fisheries, Boothbay Harbor, Me.

### Addition to McLoon Fleet

The lobster smack *John H. McLoon* was put into service last month by A. C. McLoon & Co., Rockland. The craft is the former *St. Joseph III* of Portland, which was purchased last year by the McLoons from John Zappia. She is 66'8" overall, has a beam of 16' and a depth of 9', and is powered by a D13000, 120 hp., 1000 rpm. Caterpillar Diesel with 2:1 Snow-Nabstedt reduction gear.

The vessel is under the command of Capt. Wilbert L. Robbins of Rockland, who has been in command of the *Silas H. McLoon*, which is now in a reserve status. She has a capacity of 35,000 lbs. of crated lobsters.



The revolving antenna assembly for RCA radar atop the pilot house of the Rockland, Me., sardine carrier "Jacob Pike". From left to right are Capt. Sherman Lord, engineer Lawrence Lord and Albert Cassidy.

## Radar for Two Sardine Carriers

The 83' sardine carriers *Jacob Pike* and *Mary Anne*, owned by Holmes Packing Corp. of Rockland and Eastport, Me., have been equipped with Model CR103, RCA radar. These installations are the first in New England of this new model, which is designed especially for smaller vessels. The equipment was sold by Harris Co., Portland, and installed under the supervision of RCA at Camden Shipbuilding Co., Camden.

The *Jacob Pike*'s radar was tested on a run from Camden to Rockland on April 21, when she was navigated entirely by the new instrument through thick weather. Among those making the trip were Charles Lindh and Morris Riemer of Radiomarine Corp. of America, and Elery Harris and Win Doane of Harris Co., Moses Pike, Alger Pike and Kermit St. Peter of Holmes Packing Corp.

The radar equipment on the *Jacob Pike* consists of a 15" x 18" x 10" indicator with 7" viewing window, set on a table beside the steering wheel in the pilot house. The transmitter and receiver are located at the afterside of the pilot house, the voltage regular is mounted in the stateroom and the 13½" x 19½" motor generator unit is in the engine room, connected to the regular ship's electric supply. The revolving antenna assembly is atop the pilot house. There are four range scales of 1, 3, 8 and 20 miles, with a close-in range of 75 yards. The entire radar equipment weighs only 400 lbs.

The use of radar will enable sardine carriers to get out to sardine weirs and return to the canneries regardless of fog and darkness. It will be particularly advantageous for navigating in coves, around ledges and through narrow channels as is generally necessary with this type of vessel.

### Buy Fish Firm at Port Clyde

Francis Perry of Rockport, former manager of the seafood division, General Seafoods Corp., Rockland, has purchased and is operating the Port Clyde Fish Co.

### New Stop Seiner Launched

The *Sandra Lee*, a 46' stop seiner, recently was launched at the Bristol Yacht Bldg. Co., South Bristol, for Henry Jones. She is powered with a Model 6DT468 Buda Diesel, with 2:1 reduction, rated 75 hp. at 1600 rpm., and draws 4'6" of water. The craft carries a five-man crew.

### Lobstermen to Rake Rockweed

Albert H. Rush's mussel shed at Garrison Cove, Bailey Island, is now operating as headquarters for the shipping



Capt. Clyson Coffin's 114 ft. "St. George" at the General Seafoods plant, Rockland, Me. The vessel recently was repowered by a 550 hp. JS8DR Cooper-Bessemer Diesel, with 72 x 50, 4-blade Columbian propeller and 7" Monel shaft, giving her a top speed of 11½ knots. She also has a new air starting, 40 hp., 4-cylinder Lister-Blackstone Diesel for operating auxiliary equipment, sold by Diesel Engine Sales & Engineering Corp. The craft is rigged with Columbian rope and Linen Thread Gold Medal nets and uses Socony lubricating oil.

of rockweed. A sampling of 50 lbs., taken recently, was found to measure up in all respects to the requirements for use in plant and garden fertilizer. Now that mussel production is tapering off, the raking and marketing of rockweed and sea moss will provide employment for many men of the community. A number of lobstermen will rake for interim employment until they can devote full time to lobstering.

#### To Purchase Herring Scales

The Thorndike & Hix wharf property in Rockland, owned by D. H. Look & Sons of Addison, has been leased by Gilbert Barker of the Independent Lobster Co. of Rockland. In addition to the lobster operations, he will serve as an agent in the Rockland section for the Mearl Corp. of Eastport, which firm engages in the manufacture of pearl essence from herring scales.

Independent Lobster Co. will engage in the buying of herring scales from weirmen, seiners and sardine carrier operators, and will ship to the Eastport plant.

#### Land Good Trips

The 81' dragger *Andarte*, owned by Leo Meldon and skippered by Capt. Richard Train, weighed out 162,000 lbs., mostly redfish, on April 21 at Portland, having carried 42,000 lbs. of the catch on deck. A total weigh-out of 490,000 lbs. from 4 trips made her high-liner for the month. The vessel has a new 80-watt Raytheon radio-telephone.

Another good catch was made by the *Carolyn & Priscilla*, Capt. Linwood Ricker, which landed 103,000 lbs. the middle of April, including a deck load of 8,000 lbs., following a 5-day trip.

#### "Annie Louise" Refitted

A new Model 49, 120 hp. Fairbanks-Morse Diesel has been installed in the dragger *Annie Louise*, owned by Harris Co., Portland, and skippered by Capt. "Texas" Jack. The boat has been completely refitted with new fish hold, pilot house and mainmast and equipped with new Bendix Bantam depth recorder.

#### Radiotelephone, Depth Recorders Installed

The 45' seiner *Margaret L.*, owned by Capt. Carroll Riley, New Harbor, has a 12-watt, Hudson American Corsair II telephone, sold by Sargent, Lord & Co.

The Harris Company's *Vagabond*, Capt. Raymond Ricker, has had a Spring overhaul at Sample's yard, Boothbay Harbor, where a new DR-5 Bendix depth recorder was installed.

Levi Hupper's seiner of Port Clyde has a new Bendix Bantam depth recorder, installed by Albert Cassidy.

## Gloucester Seiners Catch Season's First Mackerel

The first mackerel seining trips of the season were landed at Cape May, N. J. on April 11 by the Gloucester seiners *Rosie and Gracie*, Capt. Joe Pallazolla; and the *Alden*, Capt. Frank Mineo. The *Rosie and Gracie* had 30,000 lbs. of mackerel aboard, while the *Alden* had 15,000 lbs. This year's initial fares were landed somewhat later than those of previous years, and brought 15c a pound for large fish and 10c for mediums.

Three Gloucester seiners were at Chincoteague, Va. April 13 with 52,000 lbs. of mackerel, which were caught 60 miles south by west of Winterquarter Lightship in what was the second mackerel strike of the season. The three arrivals included the *Rosie and Gracie*, with 38,000 lbs.; the *Alden*, 4,000 lbs.; and the *Eleanor*, Capt. Jimmie Ciaramitaro, 10,000 lbs. The fish were from a half-pound and up in weight.

The seiners were forced to go into Chincoteague because of a heavy breeze.

The top mackerel seiner as of April 13 was the *Rosie and Gracie*, which had been gone only nine days from Gloucester and had landed two trips totalling 68,000 lbs.

Other seiners active down South include the *Santo Antonino*, Capt. Johnnie Vidala; the *Three Sisters*, Capt. Anthony Ritundo; and the *Frankie and Rose*.

#### Several Good Trips Landed

The dragger *Mother Ann*, Capt. Albert Williams, had a good haddock trip on April 25, when she landed 110,000 lbs. haddock and scrod and received 9c per pound for the fish. The craft had a total of 159,000 lbs. groundfish, and grossed approximately \$11,000.

The biggest fare of halibut ever known to have been caught by a Gloucester dragger was the 33,000 lbs. landed on April 28 by the *Kingfisher*, Capt. Ralph Jensen. The craft brought in nearly 100,000 lbs. of other varieties, and grossed approximately \$12,000.

One of the best fares landed at Fulton Market, N. Y. this season was the 93,500-lb. catch of the dragger *New*

## Usen Acquires Portland Plant

A newly organized concern, Maine Fisheries Corp., of which Irving Usen is President, has purchased the plant of Maine Fillet Co., Holyoke Wharf, Portland. The acquisition of this firm is part of an expansion program being undertaken by Usen, which will afford increased, year-round employment of fish workers in Portland and provide a greater market for boats landing there.

Production of the new Usen enterprise will center on frozen fillets of redfish, groundfish and whiting. The Maine Fisheries plant currently employs seventy-five people and additional workers will be engaged as output is stepped up.

Plans call for large volume production which is expected to attract additional boats to Portland. Ample facilities for docking, unloading and icing of boats are available.

Two boats can be unloaded simultaneously, and the ice crushing equipment will accommodate three boats at once. The plant can handle over 200,000 lbs. of fish per day.

The plant is one of the largest in Portland, and is completely equipped with stainless steel filleting and packing machinery, geared for straight-line operation. Modern freezing facilities are utilized.

The main plant structure is of two stories, 200 ft. long, and adjacent buildings provide for fish holding and scaling rooms. A railroad siding and adequate truck loading space are available.

The Company's recently rebuilt pier is said to be the largest for fishermen in Portland, and has open wharf space 275' x 125' for boat tie-up and net work. A special skipper's room will be provided.

Bay, Capt. Joaquin Gaspar, which was landed April 4. The trip included 86,600 lbs. scup; 2,000 lbs. butterfish; 3,000 lbs. sea bass; and 1,100 lbs. squid.

#### Seafood Workers on Strike

Prospects for an early settlement of the Gloucester Seafood Workers Union dispute with 17 Gloucester fish filleting firms were dim May 2, when representatives of both groups were in conference at the State House. The filleting firms have refused to meet the Union's demands for a flat 10-cent hourly pay boost and discontinuance of piecework rates, and as a result 1400 seafood workers went on Strike May 1.

Only two Gloucester filleting firms are taking fish, the Gloucester Seafoods Corp., which has signed a contract with the Union, and General Seafoods Corp., a non-Union plant.

The fleet is continuing to fish with no restrictions on sailings, but with advice from the owners to try selling their fish at Boston, New Bedford, Portland, Me., or Rockland, Me.

#### "Emily Brown" Changes Hands

The B & B Trawling Co., of which Wm. J. Brady is president, and John J. Burke, Jr., treasurer, has bought the dragger *Emily Brown* from Capt. Frank Brown and other owners. New skipper is Capt. Ivan Williams.

The dragger *Skilligolee*, owned by B & B Trawling Co., has a new set of HHC-25, 32-volt Surrette batteries. Her skipper is Capt. Cyril Dyette.

#### Melanson Yard Active

The Herman R. Melanson Boatyard, Gloucester, has completed several new fishing boats. The new 38' x 11' x 3' *Rosa R.* built for Capt. Benny Randazza of Gloucester is to be used for mackerel and flounder netting. She has a 141 hp. Chrysler Royal with 2:1 reduction.

A new 27' x 8' x 3' lobster boat, built for Joseph Mitchell, has an 87 hp. Chrysler Ace engine. Melanson has delivered a 32' combination party boat and scallop dragger to Frank Randall of Wareham and a 27' party boat, with Chrysler Ace engine, to Richard Hunt of Wareham.

The yard is building a 38' party fishing boat for Carl Sollows of Hyannis, Mass., which will have a 100 hp. Oso V-8 Ford engine. Another boat under construction is a 45' Western rig dragger owned by Fur Fisheries, Inc., which comprises a group of mink farmers who will operate her for catching fish for mink food. The boat will be powered with a 165 hp. General Motors Diesel.

#### "Jackson & Arthur" Repowered

The 58' dragger *Jackson & Arthur*, owned by Capt. Frank Ciulla of Gloucester, has been repowered with a DH-200 Lathrop Diesel. Rated at 187 hp. and equipped with a 3:1 Capitol reduction gear, the engine was installed by Manchester Marine Railway, Manchester, Mass.

#### Burke's Diesel Service Handling Filters

Burke's Diesel Service which was recently established at 135 Rogers Street, Gloucester, by Hugh J. Burke now is handling a complete line of Winslow filters and replacement elements.

The firm also furnishes parts and service for Demco fuel injection equipment and handles Surrette batteries and Kohler electric plants and battery chargers.

#### "Arlington" Lands Big Haddock Trip

One of the best haddock trips landed in many years was the 200,000-lb. catch brought to Boston on April 10 by the trawler *Arlington*. Her gross stock was around \$23,000, and was reported to be the biggest stock of the year to date.

#### New Batteries for Two Boats

The steel trawler *Lucky Star*, owned by Lester T. Vickers, and operated for L. B. Goodspeed Co., Boston, has been equipped with a new set of 110-volt, GTS-15 Surrette batteries.

John Bruno's *Catherine B.* has a new set of 32-volt GTS-15 Surrette batteries.



The new 50' x 14' x 6' dragger "Morgie L." owned by Capt. Nicholas and Richard Libro of Gloucester, Mass. Built by Melanson Boat Yard, Gloucester, the vessel ices 35,000 lbs. of fish. Her equipment includes a 165 hp. General Motors Diesel, 38 x 28 Columbian propeller and 32-volt Surrette 8HHC-21 batteries.

## Massachusetts Waters Will Be Stocked with Baby Lobsters

Several hundred thousand baby lobsters are expected to be released in Massachusetts waters this Summer as a result of stocking the new lobster hatchery and rearing station at Oak Bluffs with 32 egg-bearing female lobsters.

John T. Hughes, who is in charge of the new hatchery, temporarily has stored the female lobsters in Lagoon Pond at Oak Bluffs, awaiting the advent of warmer weather which is conducive to propagation.

He said the new hatchery will begin full-time operation within the next few weeks, and by next Spring will be furnishing more than 1,000,000 baby lobsters to Massachusetts coastal waters each year.

In addition to raising baby lobsters, the staff at the hatchery will conduct experiments on growth rate, migration, rate of survival of Massachusetts lobsters, and development of artificial baits for lobster traps.

According to Mr. Hughes, infant lobster mortality may be reduced from its present 90% to approximately 60% if current research and scientific study are successful.

#### Opposed Piston Diesels for Three Trawlers

Three 110' Boston trawlers, the *Dorchester*, *Winthrop* and *Quincy*, are to be repowered with 640 hp., Model 38 D8½ Fairbanks-Morse Opposed Piston Diesels. They are reported to be the first fishing craft on the Atlantic Coast to be equipped with this type engine. The trawlers are owned by Fulham & Herbert Fish Co. and American Fish Co., and operated by John A. Fulham.

The engines will be fitted with reduction gears to give a propeller speed of 288 rpm. In addition to the propulsion equipment, the vessels will be furnished with new 6-cylinder, Model 49A4½, 120 hp. Fairbanks-Morse Diesel winch engines and 2 cylinder, 40 hp. engines of the same model for the marine generating sets which will utilize 25 kw. Imperial Electric generators. New switchboards will be supplied by Bromfield.

Capt. Ronald Blagdon skippers the *Dorchester*, Capt. William Kinsella is in command of the *Winthrop* and Capt. Kevin Cleary has the *Quincy*.

#### Two New Fish Concerns

Bart Tribuna Co. opened a fish and fillet business this month at 40 Fish Pier, Boston. Treasurer and manager of the firm is Bart Tribuna who formerly managed Pilgrim Fisheries.

Wave Fish Co., of which Walter Shute is manager, recently went into operation at 42 Fish Pier. The concern is a division of O'Hara Bros. Co. and is using space previously occupied by Rush Fish Co.

## Great Lakes to Have Trout Hatchery

An experimental hatchery, designed to help restore the lamprey-depleted lake trout fishery of the Great Lakes, is to be constructed on Pendill's Creek, 25 miles west of Sault Ste. Marie, Mich., on Lake Superior. The hatchery project was made possible by passage of a bill introduced in Congress by Rep. Charles E. Potter of Michigan, which provided \$325,000 for the hatchery and lamprey work.

Construction of the hatchery will begin early this Summer. By July, it is expected that the hatchery building will be started and one residence completed. Additional residence buildings and rearing ponds are to be completed by Fall, and the hatchery is expected to be in full operation a year from this Fall.

When the number of lampreys decline, officials of the U. S. Fish and Wildlife Service hope that the Lake Michigan fishery can be built up by restocking with lake trout. The introduction of large fingerlings follows the practice of the Pacific salmon cultural stations, which has shown that stocking with larger fish is much more effective than with fry.

### Ice Delays Open-Water Netting

Open-water commercial fishing operations on the Great Lakes were delayed this year, except in a few instances, due to late departure of ice. Aside from production of herring, smelt and whitefish, yields of which were good, commercial fishing in the Great Lakes region during April was generally fair to good.

In the Oconto, Wis. area of Green Bay, tons of smelt were carried off the ice of the Bay by plane. Robert Judin, Oconto, made round trips between the Bay and the Oconto Airport in 10 minutes. He carried four 100-pound bags of fish every trip from three miles offshore. Green Bay smelt netters produced about 700,000 lbs. before the ice broke up.

During April, Lake Superior ice fishermen made fairly good catches of small (1½-lb.) lake trout, some whitefish, herring and smelt, indicating a widespread migration of the smelt after its fatal plight in 1943 when the species died off by the millions.

### Michigan Production Shows Increase

Good hauls of Green Bay smelt, herring and whitefish hiked total fish production in Michigan waters of the Great Lakes to 1,742,000 lbs. in January and February. This was an increase over the first two months of 1949, when 1,373,000 lbs. were produced.

Commercial fishing usually is slow in this period with few nets set until open water prevails. Herring led with 386,000 lbs., and Lake Michigan accounted for all of the catch but 48,000 lbs. Commercial nets pulled in 324,000 lbs. of smelt, all from Lake Michigan, for the second best record. The whitefish catch was third, with 250,000 lbs., again mostly from Lake Michigan's Green Bay area.



The 45' welded steel fishing tug "A. E. Clifford", breaking ice in the Ontonagon River. She is owned by Andrew Wilson, Ontonagon, Mich., and is powered by a 115 hp., D13000 Caterpillar Diesel which swings a Michigan propeller. Other equipment includes Kelvin-White compass.

The continued small take of lake trout was reflected in the 58,000-pound-catch, primarily from Lake Superior.

Total production in Michigan by lakes and in pounds was as follows: Lake Michigan, 1,453,000; Lake Huron, 161,000; Lake Superior, 112,000; and Lake Erie, 16,000 lbs.

### Sea Lamprey Blockade

The U. S. Fish and Wildlife Service and Michigan Conservation Department are out to control the propagation of the fish-killing sea lamprey in the Great Lakes. Men and materials are being massed at Cheboygan, Mich., for a blockade of spawning eels along Michigan's northern Lake Huron coast from Wilderness Park west of Mackinaw City to the Ocqueoc River near Rogers City, Mich. Streams flowing into Georgian Bay, also used by lampreys as spawning waters, will be blocked by Ontario workers.

Dr. James W. Moffet, Federal fish scientist at Cheboygan, Mich., will direct the campaign, which first will determine the behavior of sea lampreys when blocked by barriers from ascending streams. The lampreys will be netted by commercial fishermen at the mouth of the Cheboygan River, marked with aluminum tags and liberated.

Stationed at nine streams along the shore, Federal workers will net the lampreys as they concentrate at the blockades. Each eel will be examined for tags. Captures will be made from the Carp Lake River weir, west of Cheboygan, Mich., to the permanent weir at the Ocqueoc supplemented by another permanent installation at near Carp Creek. The remaining weirs will be portable.

The U. S. Fish and Wildlife Service and the Michigan State Conservation Department are asking for help of the public in reporting unusually large sea lamprey runs. Reports can be made to a Conservation Officer or any Conservation Department field office.

### Walleye Pike Returning to Saginaw Bay

Walleye pike appear to be slowly but certainly returning to Saginaw Bay after their virtual disappearance in the last several years. As the walleye yield dwindled from a peak of 2,000,000 lbs. in 1942 to 142,000 lbs. in 1948, fishermen believed the important food species faced annihilation due to polluted water and attacks of the lamprey eel. But now it seems that the scarcity was probably due to a normal fluctuation of the species.

### Rogers Fish Co. Expanding Wells Plant

The Rogers Fish Co., Escanaba, Mich., began construction in May of a dock and freezing facilities at its new packing plant at Wells, Mich. William J. Rogers, who has been engaged in commercial fishing at Nahma, Mich., for the past 17 years, has transferred his headquarters to the new plant.

Rogers Fish Co. is now leasing property, but is negotiating for the purchase of the 60-acre Delta Chemical & Iron Co. site and its buildings. It is planned to dredge the waterfront and build a dock for the mooring of fishing tugs as soon as weather conditions permit. Dry kilns, built by a woodworking company, will be transformed into quick-freeze and cooler departments.

The firm will add to its fleet this Spring the 62' gillnetter *Delos Smith*, owned by Henry Rogers of Grand Marais, Mich. The craft formerly was owned by Smith Brothers of Port Washington, Wis.

### Against Reefing of Gill Nets

The Delta County Tourist Council, at a regular meeting held recently in Escanaba, Mich., objected to a provision of a new State bill which may permit reefing of gill nets in Delta County waters.

Throughout the State of Michigan, reefing of gill nets is unlawful. Members of the Tourist Council believe that allowing reefing of gill nets in Delta County would deplete walleyes in these waters, as well as make Delta County an exception to the State laws.

Gill nets are reefed by weighting them to form a sack or "belly" in the water. Fish such as walleyes, which will swim around an upright net, are not able to avoid a reefed net.

The bill to establish trolling areas in Delta County waters and to regulate fishing in this area was introduced



The "Syam", 36' boat owned by Lula Mays of Tampa, Fla. The craft is used for bottom fishing, and is powered by a 135 hp. Chrysler Royal engine which swings a 22 x 16 Columbian propeller. Other equipment includes Pflueger hooks, and she uses Texaco lubricating oil. The boat is painted with Smith's paint and has a capacity of 7 tons.

## Florida Skippers Discover More New Shrimp Beds

Discovery of two new shrimp beds in the Gulf, nearer Fort Myers than the rich Dry Tortugas beds, was reported on April 28 by trawler skippers who brought in big catches.

Capt. Sam Vona on the *Sammy Junior* brought in 2,400 lbs. from the new beds, and Capt. Walter Floyd on the *Charles Singleton* brought in 2,300 lbs. The shrimp were netted from a new bed north of Tortugas.

At the same time, the *W. Shepherd Second* docked at Punta Gorda with 1,800 lbs. which the crew reported taking about two hours out of Charlotte Harbor near Boca Grande.

The new shrimp were unusually large, about 16 to 18 to the pound, and 4½" long without the heads.

The discoveries were reported as the Lee County Chamber of Commerce completed arrangements to send out two shrimp boats on prospecting expeditions to discover new beds nearer Fort Myers.

It was reported that the Kingston citrus packing house on the downtown river front in Fort Myers would be converted to a shrimp handling plant with accommodations for 100 boats and eight dealers, if new beds were discovered.

The trawler *Miss Beauford*, Capt. W. M. Yeomans, which has been landing at Fort Myers Beach, recently tested a new type of all-aluminum trawl door. Yeomans reported that it operated with greater efficiency than the old-style wooden door.

recently in the State Legislature at Lansing by Rep. Einar Erlandsen. Earlier this year members of the Tourist Council met with commercial fishermen and worked out provisions for regulating fishing in the area.

### Purchases New Steel Tug

The Thill & Peterson fisheries, Fayette, Mich., recently bought from Verne Kleiner, Muskegon, Mich. fisherman, a new 42' all-steel fishing tug. Kleiner constructed the craft himself, but never used it. The vessel, entirely enclosed, is equipped with a 200 hp. marine engine. It will replace the *Seabird*, a wooden boat which has been used by Thill & Peterson for a number of years.

### McClain Director of Schwarz Fish Co.

Wm. M. McClain of Wm. M. McClain, Inc., Philadelphia, Pa., is now a member of the Board of Directors of Schwarz Fish Co., Sheboygan, Wis.

### To Allow Trapping in St. Johns

Approximately 200 commercial fishermen from Central Florida were present at Sanford on April 6 for the purpose of learning information and filing applications relative to the opening of the St. Johns River and lake tributaries to commercial trapping of catfish, gar, mud fish and eels.

The waters opened to wire-trapping of catfish and other rough fish are the St. Johns River, Lake Harney, Lake Jessup, Lake Monroe, Lake Woodruff, Lake Dexter and Lake Beresford, from the Volusia Bar south to the Titusville or Mims Bridge on State Road 46.

Each applicant is allowed a total of 20 traps of the funnel type. These traps may have two funnels, provided both are in the same end. The maximum length is 7' and the diameter 32". The mesh of the fish trap wire or chicken wire must be 1", and every trap must be marked with the name of the owners and be consistently tended. If traps are found abandoned or neglected the permit of the operator will be revoked.

The traps must be placed in water not less than 5' deep, and applicants must designate where they wish to fish. No fee will be charged for these permits.

### Proposed Clearwater Bay Net Fishing Ban

The Chamber of Commerce of Clearwater is to make an exhaustive study of the commercial net fishing problem in Clearwater Bay before it renders a decision as to whether or not to back a proposed ban of such fishing.

J. C. Nicks spoke in behalf of net fishermen at a recent meeting of the Chamber of Commerce, claiming that closing the Bay to net fishing will not solve any problems. Nicks made it clear that he does not claim that commercial fishing does no harm, but only that it is no more harmful than anything else.

Nicks referred to bay pollution and excessive boat traffic, and also stated that beach erosion caused by a dredging project last year destroyed a lot of feeding grounds by pumping sand out of the bay and over on the beach.

### New Punta Gorda Shrimp Packing Plant

Shrimp packing in the new building being constructed on the municipal wharf at Punta Gorda by Sola and Bailey will get under way in the near future. The concrete and sheet metal structure is 40 by 100 ft., and will cost in the neighborhood of \$10,000. Refrigeration equipment is being installed in the building, a part of which is to be used by the Independent Fish Co. of Mayport, also shrimp packers.

### Independent Fish Has New Shrimper

A new 73' x 20' x 6' shrimp trawler, the *Wolverine*, is being fitted out for Capt. Manuel J. Carinkas of Independent Fish Co., Mayport, Fla. She was built by Troy Taylor of St. Augustine.

The new vessel will be powered with a 4-cycle, 8½ x 10½, 185 hp., 600 rpm. Wolverine Diesel. The fresh water cooled engine will swing a 4-blade, 52 x 44 Columbian propeller through a 2:1 reduction gear, and will be equipped with Westinghouse air clutch control for push button operation from the pilot house.



Ronnie Capo, Marineland, Fla., contract fisherman for Marine Studios, holding the Pflueger No. 1 O'Shaughnessy hook with which he caught a 200-lb. tiger shark. The shark was landed on the one inch hook in 15 minutes, and now swims in a glass tank at Marine Studios.



The 50' "Clementine Fountain", owned by Mrs. Frances Mihoveich of Biloxi, Miss., and skippered by Capt. Tony Mihoveich. A 50 hp. Lathrop Diesel engine, which turns a 28 x 16 Michigan propeller through a 2" Monel shaft, furnishes power for the vessel. The craft has Willard batteries, Ederer nets, Wickwire steel cable and Columbian rope. She is painted with Tarr & Wonson paint.

## Gulf Fisheries Commission Holds Meeting at Biloxi

At the closing session of the recent Gulf States Marine Fisheries Commission meeting in Biloxi, Miss., a three-category Gulf biological research program was recommended by Dr. James Nelson Gowanloch of New Orleans, chairman of the Commission's committee to correlate biological research. He said the program should be executed in the following categories: a long-range continuous program of fundamental nature; short range studies of specific problems; and an emergency program.

The long range program, Dr. Gowanloch said, should be directed toward an understanding of the adult stages of fish. He said the nature of the Gulf bottom as related to fisheries and distribution and relative abundance of fish eggs, larvae and associated organisms should be ascertained.

Dr. Clarence Idyll, research associate of the University of Miami Marine Laboratory, says there are good possibilities of discovering group shrimp off the Florida coast. He reported on the recently activated Brazilian shrimp fishery off Key West, Fla., and said that it was an industry of large magnitude and shows signs of maintaining itself.

Dr. Lionel Walford, chief of the Branch of Fishery Biology, U. S. Fish and Wildlife Service, revealed that a digest is being assembled covering a survey which has been made of the Gulf of Mexico coastal waters, and should be completed within a year.

During the Commission's three-day meeting, a trip was made to Pascagoula, Miss., to dedicate the U. S. Fish and Wildlife Service research boat *Oregon* which left on April 17 for a shake-down cruise in adjacent Gulf waters. It was expected that the *Oregon* would return to Pascagoula on April 21 to make necessary adjustments.

### First-Quarter Shrimp Landings Up

As compared with the first three months of 1949, a gain of 87% was shown in the shrimp catch from the principal production areas of the Gulf during the first quarter of this year. The 1950 shrimp landings totalled 57,900 bbls., and the 17,300-bbl. take in the Port Isabel and Brownsville, Texas area was the highest of any region.

The oyster take for the three-month period was up from 415,800 bbls. last year to 465,800 in 1950. A total of 419,700 bbls. of oysters were canned. The leading area for production of oysters was the New Orleans and Lower Mississippi River section, where 189,200 bbls. were brought to port. Sixty-two percent of the total yield was taken by Louisiana oystermen.

There was a decline in the hard crab catch, with the take amounting to 1,170,900 lbs. this year, against 1,427,800

lbs. in 1949. Apalachicola, Fla. took top position, with its 498,000-lb. haul.

Salt-water fish production was up from 1,995,900 lbs. in 1949 to 2,317,100 lbs. this year. Landings were heaviest in the Mobile and Bayou La Batre, Ala. area, totalling 913,500 lbs. and accounting for 39% of the entire catch.

### Shrimp and Oyster Packs

A maximum production of 50,000 to 60,000 cases of canned shrimp is expected during the Spring season that started April 15 and runs until the end of June. The first week of the season saw 8,602 cases packed compared with 5,744 last year.

A sudden slump in the Gulf oyster pack during the week ending April 8 indicates that concern expressed by the Fish & Wildlife Service regarding fresh water damage to oyster beds from opening of the Mississippi Spillway may prove justified. While the floodgates were opened in February and have been closed for some weeks, it takes considerable time for the fresh waters to reach oyster beds and inhibit growth of the bivalves.

The pack in the week of April 8 dropped to 7,928 cases, compared with 26,710 in the same seven days last year. As a result, the season's total of 253,225 cases was little more than 12% over last year.

### Mississippi Fishing Industry Bills Signed

Gov. Fielding L. Wright of Mississippi has signed nine of a series of bills designed to bring the State's fishing laws up to date.

Signed were bills regulating oyster tonging, setting new license schedules for boats transporting salt water shrimp, imposing a tax on shrimp freezing plants, fixing licenses on commercial salt water fishing boats, taxing raw oyster shippers, setting license fees for taking oysters from public reefs, increasing penalties for violation of the State seafood laws, imposing a license on commercial crabbers, and regulating the issuance of licenses for oyster dredges.

### Alabama Has Excellent Oyster Season

Alabama's eight-month 1949-50 oyster season, which closed on April 30, was the most successful in many years. Conservation Director Bert E. Thomas attributed the big oyster harvest to a reseeding program started about four years ago in Alabama coastal waters.

### Louisiana Oyster Reefs Closed

The taking of oysters for any purpose from natural reefs in waters of the State of Louisiana east of the Mississippi River has been suspended for a period of 108 days beginning May 16 and ending Sept. 1.

### Channels to Be Improved

Bids were to be opened on May 17 for excavation and clearing and snagging work to improve the channel along Bayous Vermilion and Fusilier between Ruth Canal and Coulee Rouge, in St. Landry, Lafayette, and St. Martin Parishes, La.

This project, which is a part of the proposed channel improvement of Bayou Teche and Vermilion River, is designed to augment the flood discharge capacity for Ver-



The "Y. Roy", 43' shrimper owned and skippered by Capt. Robert Eymard of Cut Off, La. She is painted with Henderson & Johnson paint, and has a Michigan propeller and Willard batteries. Columbian rope, Esso lubricating oil, Linen Thread Co. Gold Medal nets and Bethlehem wire rope are used.

## Texas Shrimpers Released by Mexico After Paying Fines

Five Texas-based shrimp boats which had been seized April 23 by a Mexican gunboat on charges of fishing in Mexico's territorial waters were released on May 3, after payment of fines of \$578 each. The U. S. Embassy reported that the fines were paid in Tampico "under protest", and that the boats then sailed for Texas after leaving their nets in Mexican custody. The shrimp cargo aboard the vessels, valued at about \$2,000, was seized on the ground that it was taken in Mexican waters.

Ambassador Walter Thurston said that despite payment of the fines, the matter was not a dead issue. He indicated the United States would try to reach an agreement with Mexico on a limit for territorial waters.

The Mexican authorities claim the vessels they seized were about 5 1/4 miles from the coast, inside the nine-mile limit claimed by Mexico but outside the three-mile limit recognized by the United States.

Vessels involved in the seizure were the *Alamo* of Port Isabel, owned by the Branco Fish Co.; the *Two Boys*, owned by the Independent Fish Co.; the *Progress*, of the Patterson Shrimp Co. fleet; the *Buccaneer*, owned by F. T. Tower; and the *Cherokee*, owned by Sam Lewis, Brunswick, Ga. With the exception of the *Alamo*, the boats all operate out of Brownsville.

A unanimous resolution requesting Congressman Clark Thompson, chairman of the House Fisheries Sub-committee, to hold a hearing in Texas on the whole Mexican shrimp situation, was passed at a meeting of the Brownsville Shrimp Producers Association on May 4. Forty-five members were in attendance at the meeting, and Virgil Versaggi was acting chairman.

Congressman Thompson has introduced a resolution, in which he was joined by Congressman Lloyd Bentsen, Jr., John E. Lyle, Jr., and J. M. Combs, all of Texas, requesting the Secretary of State to make an immediate investigation and to demand reparations from the Mexican Government for all losses incurred by American fishery interests.

Behind Mexico's seizure of the five shrimp boats is the story of the dramatic growth of the shrimp industry at Brownsville, Texas.

In January, 1949, boats operating out of Brownsville brought in 27,800 lbs. of shrimp. In October, 1949, Louisiana fishermen discovered the red or Brazilian shrimp, lying in a rich bank off the Mexican coast. In that month, the haul jumped to 775,200 lbs., a record which still stands. Since then the monthly catch has averaged 536,000 lbs., and in the last 15 months Brownsville's shrimp fleet has caught 6,707,800 lbs. of shrimp.

The Brownsville shrimp fleet is an adopted one, which came from Louisiana, 110 boats strong. Ownership of the fleet is divided among about 15 companies. Some of them have moved their headquarters to Brownsville.

### Laguna Madre Fish Tagging Project Started

Marine biologists and a crew left Rockport April 10 aboard the Texas Game, Fish & Oyster Commission's laboratory boat *Vivian* to begin a fish-tagging program in Laguna Madre. The program is under the direction of

million River, and provide a shorter channel for fishing fleets at Abbeville.

### Conrad Has Contracts for Four Trawlers

Conrad Industries, Morgan City, La., has received contracts for four 65' x 19' trawlers, all of which will be powered with 165 hp. General Motors Diesels. All work on the boats, including machinery installation, will be done at the yard.

Two of the boats are for Firenco Marine Industries, Inc., one for Troy Hardin and Venice Esponge, and one for W. T. Reese, all of Corpus Christi, Texas.



The "Marion D.", 60' shrimper owned and commanded by Capt. Marion Duzich of Aransas Pass, Texas. The vessel is equipped with a 165 hp. General Motors Diesel with 4.5:1 reduction gear which turns a 46 x 40 Columbian propeller. She uses Exide batteries and Linen Thread Co. Gold Medal nets, and is painted with International paint.

Ernest Simmons of the Commission and Dewey Miles of the Copano Research Foundation.

The purpose of the study is to determine the spawning conditions of all fishes, especially redfish, drum and trout, to investigate their food supplies, determine what foods the fish are eating and to learn whether fish are moving back and forth in the new extension of the intra-coastal Canal.

Sports and commercial fishermen are requested to be on the lookout for tagged fish. When such fish are caught, the fishermen are asked to send the tag to the marine laboratory at Rockport with information stating when and where the fish was taken.

### Shrimp Boat Sinks

The shrimper *Grasso & Son #2*, owned by Grasso & Son, Galveston, sank April 12 after running aground off High Island. Joe Grasso of the firm reported that the shrimp boat was about 10 miles offshore on a fishing trip when a stiff breeze blew it ashore.

Four or five Grasso & Son boats and one owned by Dan Nelson stood by and tried to aid the stricken craft. The crew from the boat owned by Nelson managed to get a line to the grounded vessel, but she sprang a leak.

### Aransas Boat Channel Dredged

The recently completed dredging of the Aransas Pass-Port Aransas boat channel to a depth of 16' will be of great benefit to the Aransas Pass fishing industry, as larger boats may now be used.

Aransas Pass has eleven companies on the waterfront handling shrimp. Many of these establishments handle the catches of boats owned by companies located elsewhere on the Texas coast. At George R. Godfrey's Freezing Plant, the shrimp are turned out "battered and mealed" ready for the frying pan. Godfrey expects to be processing between 10,000 and 15,000 lbs. of this shrimp daily in the near future.

### Seafood Production Shows Big Increase

Landings of fishery products at Texas ports during March amounted to 1,771,300 lbs., compared with 987,800 lbs. in the same month the previous year. The increase was due to the gain in shrimp landings, which totalled 1,492,500 lbs., 803,300 lbs. greater than in March, 1949. Landings of finfish amounted to 268,500 lbs., compared with 262,900 lbs. in March, 1949.

Landings from Gulf waters accounted for 85% of the Texas catch during March. The Laguna area accounted for the major portion of the yield, followed by the Galveston, Aransas and Matagorda areas in the order named.

### New Surrette Distributors

Three new distributors for Surrette marine batteries have been appointed in Texas. They are Savage Battery Co., Houston; Gulf Marine Ways, Aransas Pass; and Precise Electric Co., Brownsville.

## New Bedford Meeting Discusses Safety Requirements for Boats

Full membership attending a lengthy meeting of the Atlantic Fishermen's Union in New Bedford on April 26 discussed further safety requirements for boats, and urged that balsa-wood life rafts be installed on each boat as soon as practicable. Continuous operation of a Coast Guard sea patrol and establishment of minimum qualification standards for boat captains also were asked.

The Union has called a meeting for May 16, at which time reports will be made regarding progress in obtaining life rafts and putting them on board boats.

Leo L. Barrett, port delegate, called for Coast Guard inspection of vessels to prevent recurrence of such tragedies as the *William Landry* and the *Four Sisters*, lost at sea with 18 men aboard.

Capt. Patrick McHugh of Boston, secretary of the Union, called for hull inspections, adequate dories, sufficient life belts and a life raft before vessels are permitted to leave.

### Trash Fishermen Organize

Manuel Lima has been named president of the newly-organized New England Trash Fishermen's Association, formed to benefit trash fishermen and buyers. Joseph Goulart is vice-president; Augustus Gil, treasurer; Joseph Sylvia, recording secretary; Carlos Rebello, chairman of trustees; Charles Waite and John Avilla, both trustees.

The Association voted to accept a price of three-quarters of a cent a pound, after Mr. Jason had advised fishermen of a crisis in the trash market, resulting from a surplus of foreign imports, excessive supplies of trash fish in warehouses and an overabundance of boats engaged in trash fishing.

Weekly limits were set at 100,000 lbs. for vessels with a four-man crew or over, 75,000 for a three-man crew and 50,000 lbs. for a two-man crew. The practice of bringing in deck loads was abolished; all catches must be stowed below decks. Antone Vierra was elected representative in charge of weights.

### Fairhaven Boatyards Busy

Repair work has been heavy at the Fairhaven boatyards during the past month. At Beaconside Boat Co., the *Friendship*, owned by William Kruger of New Bedford, has had her deck renewed, and the *Brother Joe* of Provincetown, owned by Capt. Frank Reis, is having a Spring overhaul and complete paint job. Charles Tapper's *Mary Anne* is changing over to scalloping, and the *Queen Mary* of Provincetown, owned by Capt. Anthony Russell, has been painted. The *Santa Treza*, to be skippered by Ted Howell of Gay Head, has been reconditioned and fitted out.

Beaconside began this month to manufacture standard fish dories.

Sam Dexter, marine engine repairman, formerly located on Homer's Wharf, New Bedford, has rented space from Beaconside.

The *Gannet*, owned by Jens Larsen, is at Kelley's for a general overhaul, and the *Grayling*, owned by Augustus Gil, is being sheathed and painted. Sam Cahoon's *3 & 1 & 1* and the *B & E* are in for extensive overhaul, and repairs to storm damage are being made on the *Antonio* of Standard Fish Co., Boston; the *Antonina*, owned by Nat Rosen and Capt. John Murley's *Charles S. Ashley* and the *Martha Murley*. The latter is to have a new main mast. The *Barbara M.*, owned by Martin Mortensen, is in for a general overhaul, and the *Edith*, owned by John Mortensen, is changing to scalloping. General overhauls have been made on Ike Norton's boat *Catherine and Mary* and on the *Mary Landry*, owned by George Landry.

The *Mary E. D'Eon* and the *Janet and Jean* have been re-sheathed and painted at Peirce & Kilburn's, and extensive deck work has been done on the *Josephine and Mary*, which also got a new stern. The *Frank Grinnell* has had her rudder repaired and her stern sheathed.



The 60' dragger "Molly & Jane", owned by J. Correia & Sons, New Bedford, Mass., and skippered by Capt. Harold Nickerson. The vessel has a 171 hp. Buda Diesel with 2:1 Twin Disc reduction gear which turns a 48 x 32 Hyde propeller. She is painted with Pettit paint, and uses Texaco lubricating oil, Exide batteries, New Bedford rope and Linen Thread Co. Gold Medal nets.

A 400' steel pier approach to a floating dock to increase wharfage at the Hathaway Machinery Co. in Fairhaven will be completed next month.

### Quahaug Transplanting Project

During April, a half dozen power dredge boats began work in Massachusetts waters of Mount Hope Bay on removing about 5,000 bushels of quahaugs of cherrystone and littleneck size and smaller. Once landed, the quahaugs are transported by trucks of the Massachusetts Marine Fisheries Division to various Cape Cod towns for transplanting in clean waters. The Cape towns, which supervise their own clam flats, are spending about \$15,000 for the quahaugs.

### "Sea Buddy" Gets New Engine

The Frank Jesse Boatyard of Plymouth, Mass., has completed installation of a D60 Lathrop 60 hp. Diesel turning a 28x14 Columbian propeller, in the 35' *Sea Buddy*, owned by Elson Jackson of Plymouth.

## "Albatross III" Broadcasts Report Describing Daily Activities

The research vessel *Albatross III* returned to Woods Hole on May 5, after a three-week cruise on Georges Bank and the Western Nova Scotia fishing banks. A census of groundfish populations was the primary objective of the cruise, and the distribution of haddock and other commercial species was noted and their occurrence reported to the fleet through daily broadcasts. This practice of reporting the daily activities of the research boat's work at sea will be continued on the regular ship-to-ship channel.

Commercial species were found to be very scarce on Georges Bank. Small concentrations of large haddock were found west by south of the Cultivator and in the southern end of the Five-Fathom Rip. Small haddock, one and two-year-olds, were abundant on the Southeast Part and on the Northern Edge. Small haddock were also abundant on Browns Bank. A small concentration of large haddock was found south-southwest of La Have in 65 to 67 fathoms.

Two hundred sea scallops were tagged on the Southeast Part of Georges Bank to determine if they migrate. Rewards of \$1.00 will be paid for each tag returned.

An aluminum trawl float equipped with a collar near the base, which is reported to have four times the lifting power of the common steel trawl float, was tested. The nets each were fitted with twenty of the floats, eight less than the number of steel floats. The crew reported that the nets fished effectively with the new floats.

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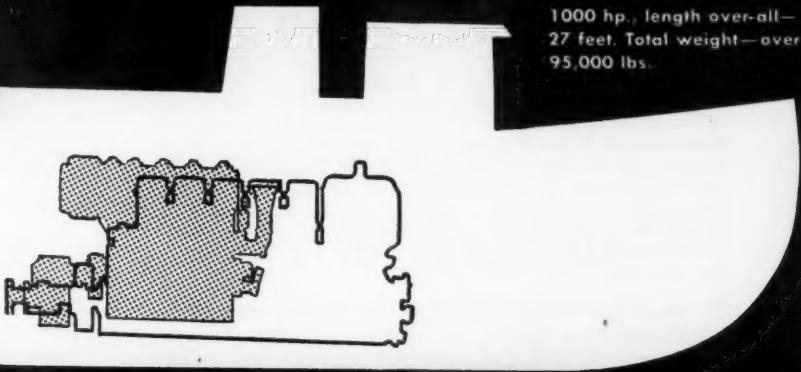
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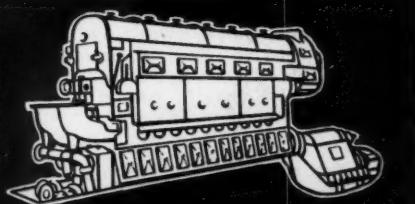
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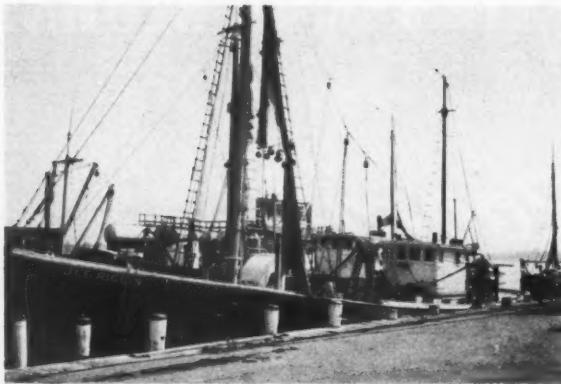
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**Less than 1/2 as much weight per horsepower: low center of gravity.**

**Lower piston travel speed: longer wearing life.**

**Economical 2-cycle design: low fuel consumption.**

**Propeller speed: 250 R.P.M.**



Wm. C. DeGraff's 91' dragger "J. & E. Riggan" of Sayville, N. Y., which is skippered by Capt. Walter G. Wardley. She is powered by a 200 hp., Model 35E 10 Fairbanks-Morse Diesel, and uses Ederer nets.

## LONG ISLAND

Responding to the local baymen's request for regulation of commercial fishing in Brookhaven Town waters, the Brookhaven Town trustees have adopted a resolution limiting the length of haul nets to 250 fathoms, and restricting the use of such nets to town residents. The baymen appeared before the board to ask the enactment of legislation to prevent the encroachment of outside commercial fishermen, and to limit the size of the nets which may be used.

### Greenport Shipyards Busy with Spring Work

The annual Springtime rush is on at the various Greenport shipyards, and the many fishing boats and other craft which have been in Winter storage are being overhauled and repainted in readiness to go into commission.

The following fishing boats which have been in storage at Hanff's Shipyard have been placed in commission: *Victory*, Capt. Harry Adams of Orient; the two fishing boats owned by Bennett and Adams of East Marion; *Ospray*, Capt. Frank Eldridge of East Marion; *Jerry*, owned by Capt. Joseph Stepnoski, Greenport; the party boat *Lillian D.*, owned by Capt. Frank Davis of Greenport; and the *Patsy D.*, owned by Capt. M. Brown of East Marion.

At the H. W. Sweet Shipyard, fishing boats which have been hauled for painting and repairs include the following: *Fish Hawk*, owned by Pell Brothers; the *Anna H.*, Capt. Charles Hardy of Greenport; the *Robert E.*, owned by Capt. Richard Edwards of East Hampton; and the oyster boat *Esther B.*, owned by the E. E. Ball Oyster Co.

### New Party Boat "Striper" Launched

The new 44' party fishing boat *Striper* which Hanff's Shipyard, Greenport, has been busy building during the Winter months for Capt. Harry Horton of Greenport, was launched early in April. Christened by Capt. Horton's niece, the vessel replaces a fishing boat of the same name built at the Hanff yard for Capt. Horton and destroyed by fire while at anchor in Montauk Harbor last September.

The new *Striper* is equipped with a 150 hp. Superior Diesel engine.

### Publicity for Oysters

The Shelter Island Oyster Co., one of the firms whose plants make Greenport nationally known as a center of the oyster industry, was featured in last month's issue of "The Gourmet".

Under the heading "Food Flashes" appeared an article on the oyster puree put up by John L. Plock, owner of the Shelter Island Oyster Co. A description of the process of making the puree was given, as well as suggested uses.

John Plock has some 6,000 acres of Long Island oyster beds. His idea for processing the puree is to put oysters on the menu every month of the year and thus increase consumption. Mr. Plock is also inventor of an oyster-shucking machine, developed originally for use in restaurants, but now streamlined for use in home kitchens.

### New Boat "Lillian M."

Marion Majewski of New Suffolk recently commissioned the new 38' *Lillian M.* which was built by Melanson Boat Yard, Gloucester, Mass. Powered by a 141 hp. Chrysler Royal engine, the boat will be used for party fishing in Summer and scallop dragging in the Winter.

## South Carolina Decision Upholding Fisheries Laws Ruled Void

A special Federal court decision which upheld South Carolina laws regulating fishing in the Atlantic for three miles out was ruled void on April 24 by the Supreme Court. By an 8-1 vote, the Supreme Court said the special three-judge court at Charleston erred in ruling on the case before State courts had interpreted the laws.

Although the special court was ordered to abandon its decision, the Supreme Court told it to keep jurisdiction of the case for a reasonable time to permit State courts to rule on the issue. This would permit an eventual new appeal to the Supreme Court.

The recent Supreme Court appeal was filed by three companies and 22 other commercial fishermen.

A 1948 statute authorizes State authorities to confiscate boats and equipment for violation of the closed shrimp season.

### Shrimpers Returning from Florida

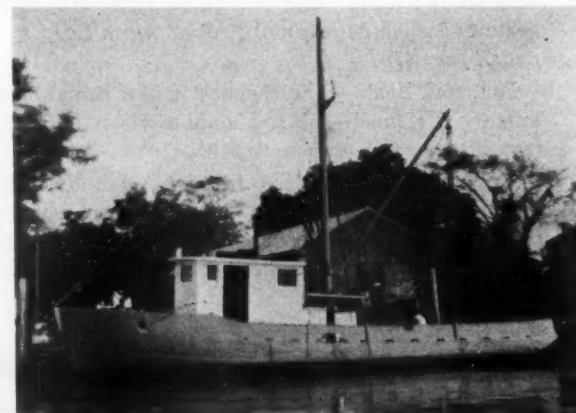
With the run of Brazilian shrimp off the coast of Florida apparently diminishing and shrimp becoming more plentiful off Beaufort, trawlers of that port were coming home the middle of last month.

Trawling off the Florida coast more than paid off for the expense of transporting crews and equipment there. Several owners sold their trawlers for a profit after reaping a well-paying harvest from the sea.

### Apply for Oyster Bottom Leases

John Gay of Frogmore and Fred E. Eisenman have applied to the State Board of Fisheries for leases of shores and bottoms for the planting and gathering of oysters. Gay's territory includes all the shores of Wards Creek and Harbor River, all the shores and flats in Johnson River adjacent to Hunting Island and Fripp Inlet.

Eisenman's territory includes oyster bottoms in Sheldon Township, St. Helena Township and Beaufort, and covers more than 100 acres.



Simpkins Fish Company's 43' shrimper "Stella" of Georgetown, S. C., skippered by Capt. Olof Stein. Power is furnished by a 125 hp. Gray Diesel with 1.5:1 Snow-Nabstdt reduction gear which swings a Hyde propeller. Other equipment includes Surrette batteries, Plymouth rope.

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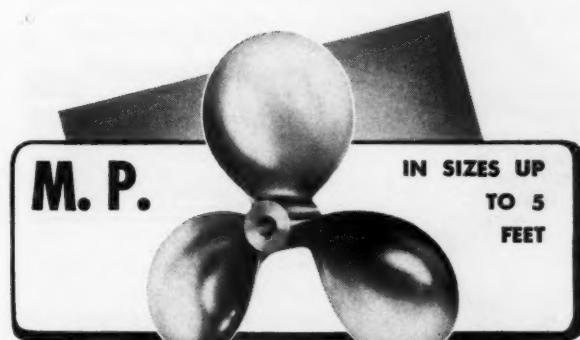


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Michigan Machined-Pitch propellers are designed to "team up" with your power plant; increase its efficiency and performance.

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New Bedford pre-measured rope is now available in all sizes up to and including  $\frac{3}{4}$ " diameter.

To Buyers: For pre-measured rope always look for the New Bedford Sign.

WRITE FOR LITERATURE

**NEW BEDFORD CORDAGE CO.**  
New Bedford, Mass.

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## Minimum Size Limits

(Continued from page 19)

sirable for haddock also will retain the desirable sizes of cod, hake, cusk, lemon sole, etc.

In the light of these facts, it is apparent that each fishery must be considered separately and any regulations must be very carefully designed, if the objective of leaving fish in the sea for future capture is to be achieved.

### Minimum Size Limit for Haddock

The Fish and Wildlife Service long has recommended a minimum size limit of  $16\frac{1}{2}$ ", (one and one-half pounds) for haddock. This is desirable because:

1. The haddock supports a major fishery on Georges Bank, where it has declined greatly in abundance. This decline is associated with very heavy fishing which is removing about 50% of the stock each year.
2. The haddock grows rapidly until it is 3 years old, when it averages  $16\frac{1}{2}$ " in length.
3. The natural death rate is much smaller than the rate of growth in the early years.
4. Great numbers of young haddock smaller than market size are killed and discarded at sea.
5. The Boston market announces that the minimum acceptable size is one and one-half pounds, but regularly handles sizes down to about one pound (14 inches).

Recent reports of haddock being landed by the tens of thousands of pounds at a size salable only as "trash" fish make a regulation even more desirable.

Thus in the offshore trawl fishery, and possibly in the "trash" fishery, it appears that large numbers of rapidly growing haddock are killed which, if saved, would grow substantially and be caught later. It is to be noted that the fishermen have used a mesh which retained haddock much smaller than the minimum market size and therefore a minimum size limit must be used with a minimum mesh size. This will be practical only if: (1) a tolerance is allowed to permit those vessels which fish principally for haddock to land a few small haddock; and (2) vessels using smaller mesh principally for redfish or whiting could land a small proportion of haddock. Therefore, we recommend:

1. A minimum legal market size of  $16\frac{1}{2}$ " for haddock. This measure is from the tip of the snout to the fork of the tail.
2. An exception to the minimum size limit for up to 5% by number, or 2% by weight, of the haddock in the catch.
3. A minimum mesh size of  $4\frac{1}{2}$ ", stretched measure, inside knots, as fished, in the top part of the cod end of the trawl net.
4. An exception to the minimum mesh size for vessels that are either 50 gross tons or less in size or land less than 5,000 pounds of haddock (gutted weight) in one week.
5. Continuing study of the effect of these regulations and granting of authority to the enforcement agency to vary the limits and exceptions within certain limits.

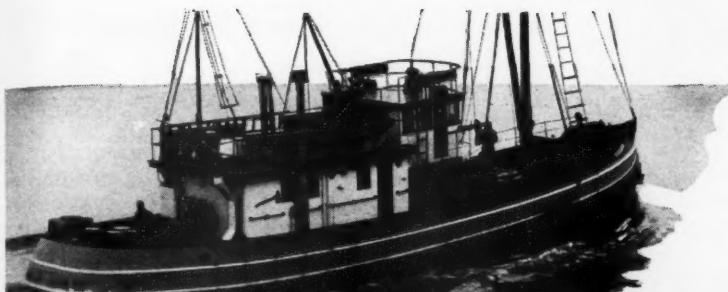
### Yellowtail Flounder

Available information on the yellowtail flounder indicates that it supports a heavy fishery on the stock which lives on the southern New England Banks between Nantucket Shoals and Long Island. The abundance and total catch from this stock have declined greatly since 1942. The causes of this decline are not fully understood, but it appears probable that the fishery is so intense that any small yellowtail saved from destruction would be available to the fishery later.

The filleting industry which uses the yellowtail wants them more than 11" long. At this length they are in their third year of life and have passed through their period of rapid growth. Therefore we recommend:

1. A minimum size limit of 11" on yellowtail flounders.
2. An exception to the minimum size for up to 5% by number of the catch of yellowtail flounders.

This recommendation is intended to permit the use of yellowtail flounders exactly as in the past for filleting but



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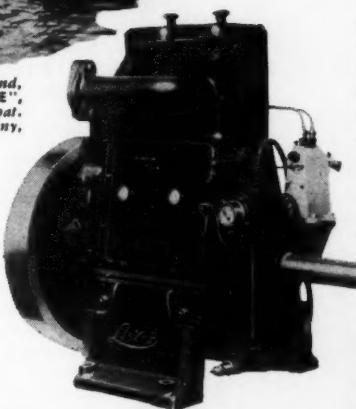
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to prohibit their use for "trash" fish. It is believed that in this instance a size limit without a mesh size will be useful since yellowtail do not occur in quantity on grounds where the red hake and whiting are abundant.

### Scup, Butterfish and Whiting

Information is not available on which to base a recommendation for a minimum size limit for the scup and butterfish. These two species have never been intensively studied, and they are of only moderate commercial importance (though locally they may be very important to a few fishermen). The total catch records show no evidence of abrupt or continuing declines in production; in fact, recent catch records for scup indicate a greater production than ever. It is believed that the great fluctuation in the success of individual fishermen is due to the vagaries of migration of these species.

The whiting supports a large food fishery which is centered in Eastern Massachusetts. It also is being caught in large quantities as "trash" for reduction to fish meal. While these might be conflicting uses, there is evidence that whiting is one of the most abundant fishes on the New England banks. Furthermore, most of the whiting which are caught as "trash" are of a size too small for use as food, and they are caught south of Cape Cod where almost none are caught for food.

Thus the information, while admittedly scant, indicates that the "trash" fishery may be using an otherwise unexploited fish stock. The Fish and Wildlife Service plans further study on whiting, but does not recommend a minimum size limit at this time.

### Blackback Flounder

Considerable studies of the blackback flounder which have been made over the past two decades show the following facts relative to a minimum size limit:

1. The species, while it occurs in quantity from New Jersey northward into Canada, is composed of many small individual stocks. Each of these stocks migrates a short distance with the changing seasons, but is available to the

same group of fishermen each year. For example, the fish which appear annually in Narragansett Bay are caught almost entirely by Rhode Island fishermen and are not easily available at other times of the year to fishermen in other areas.

2. The principal stocks of blackback flounder occur off New York, Connecticut, Rhode Island, and Southern Massachusetts. The production from these several stocks reached a peak in the mid-thirties and has declined greatly. Consequently, it is probable that most of these stocks are subject to heavy fishing and that fish saved from unnecessary destruction would be available to the fishery after they had grown.

3. The desired market size is over 10" but many are caught between 8 and 10" by angling, especially in western Long Island and in Shinnecock and Moriches Bays.

In 1940, the Fish and Wildlife Service recommended a 10" minimum size for all Long Island waters except western Long Island Sound where a 6" limit was recommended, and in Shinnecock and Moriches Bays where a 6" limit was recommended provisionally. The data on which the above recommendations were based show that very few blackback flounder between 6 and 8" were then caught. Since that date, the State of New York has increased the minimum size limit to 8".

Comparable studies have not been made on other stocks, but samples of the catch show that almost no blackback flounders less than 10" long are taken on Nantucket Shoals, while off Rhode Island they are regularly caught for food purposes down to about 8".

Therefore, on the basis of these facts, and assuming that a uniform regulation is desirable, we recommend:

1. A minimum size limit of 8" on blackback flounder.
2. An exception to the minimum size limit for up to 5% by number of the blackbacks in the catch.

This regulation should be reasonably effective without an accompanying regulation on mesh size, since concentrations of small blackback flounder can usually be avoided by vessels fishing for "trash."

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## **Maryland Crabbers Expect To Have Good Season**

May 1 marked the opening of the crab season in Somerset County waters, and crabbers were out in force to place crab pots in preferred areas. The crabbers as a whole are optimistic. As they see it, there will be plenty of crabs this season and the shellfish will be of fine quality.

Crab shedding plants were all ready to take "peeler" crabs for their floats. The crabs are placed in the floats and carefully tended until they turn into soft shell crabs, when they are packed and shipped to all parts of the country.

In several of the crab meat packing plants, it was observed that the meat of the crabs was unusually good this season, and the finished product of fine quality.

### **Court Rules on Oyster Cull Law**

Maryland's State Court of Appeals ruled on April 14 that the Maryland cull law applies to oysters caught out of the State as well as those scooped off bars in its own waters. In a unanimous decision, the State's highest tribunal rejected an appeal by George A. Christy & Sons, Crisfield.

Christy sought a court order restraining the Maryland Tidewater Fisheries Commission from enforcing the regulation on oysters bought from planters in other States. Lawyers for the firm said the company had been unable to stock enough Maryland oysters to meet demand. They contended that imports are subject to interstate rather than unilateral control.

The court held generally that Maryland has power to enforce regulations conserving its natural resources. When the appeal was argued, Deputy State Attorney General J. Edgar Harvey had contended protection of Maryland-grown bivalves would be hampered if out-of-State oysters were exempted.

Maryland's cull law prohibits possession of oysters measuring less than 3" from hinge to mouth.

### **Shad Research Committee Meets**

At a recent meeting of the Chesapeake Bay Shad Research Committee at Solomons Island, plans were made for cooperation between the Fish & Wildlife Service and State agencies for shad research. Members of the Service's Section of Anadromous Fisheries and the Middle and South Atlantic Fishery Investigations attended the meeting.

### **"Cowie" Making Survey of Sounds**

The Coast and Geodetic Survey ship *Cowie* will make the port of Crisfield its headquarters for about six months this year while its officers and men are doing survey work in Tangier and Pocomoke Sounds.

The bottoms of bays, sounds, rivers, etc. shift from time to time, and the Survey keeps up with this shifting and makes new or corrected charts for boatmen to follow.

### **Conn. Research Boat Plans Approved**

Preliminary plans and specifications for the new research boat *Charles E. Wheeler*, for the Milford Fish & Wildlife Service laboratory, have been approved. Final plans and specifications are being made in cooperation with the naval architect engaged for this purpose.

### **Depth Finders, Loran Installed**

The dragger *Austin W.*, which was recently purchased by Andrew Soos, Jr. of Bridgeport, Conn., has been overhauled at the Bridgeport Gas Engine Co. Yard. The vessel, which fishes out of New Bedford, has been equipped with Loran and Bendix DR-7A depth recorder sold by York Radio Laboratory, Stonington.

Also installed by York were a Submarine Signal Fathometer, Jr. and Loran on the Stonington dragger *Rita*, owned by Capt. Antone "Billy" Roderick.

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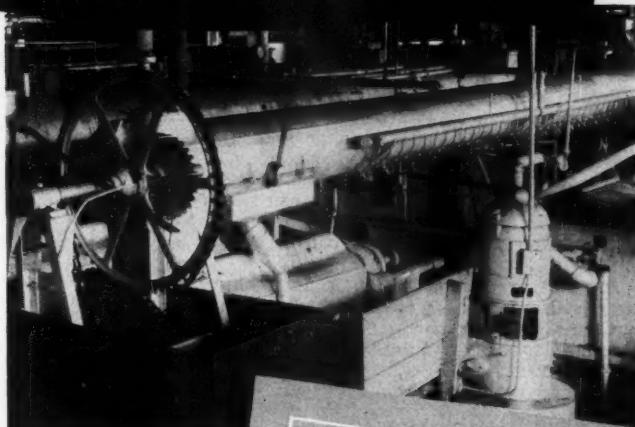
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## N. J. Dredging and Beacons Will Benefit Fishermen

Sen. Anthony J. Cafiero announced on May 4 that the Department of Conservation and Economic Development would receive bids on May 22 for the maintenance dredging of the main inland waterway channel west of Wildwood and in Ottens Harbor.

The purpose of the dredging is to restore navigation depths for the benefit of the commercial fishing industry located at Ottens Harbor. The sum of \$85,000 was recently appropriated for the project.

The waterway, used by commercial fishing boats, is to be dredged west of Wildwood from Richardson's Channel on the south through Grassy Sound Channel and into Ottens Harbor, in addition to a short section of a tributary channel near Sunset Lake at Wildwood Crest.

Seven new navigation beacons are to be installed in the inland waterway between Ottens Harbor and Hereford Inlet, near Anglesea, Wildwood, according to Senator Cafiero. The beacons will be installed around June 1 and will be of vast benefit to commercial fishermen in the Wildwood region. The New Jersey Department of Conservation and Economic Development has awarded the contract for the work.

### Saved as Oyster Schooner Sinks

Captain William Leach and crew of 12 of the oyster schooner *Darlene* were rescued when the vessel sprung a leak and sank in Delaware Bay off Egg Island Light near Maurice River Cove, at the opening of the oyster planting season. The *Darlene*, a 65-foot power boat, was en route to the oyster beds in a fog when she began to take water. The crew manned the pumps, but the holds filled up rapidly. A radio call brought the *Kenneth E. Bateman*, skippered by Capt. James Cobb, to the rescue. The crew was transferred a few minutes before the schooner sank.

The *Darlene*, one of the newer boats of the Port Norris oyster fleet, was purchased by the owners, Berry and Bowden, about two years ago, and was refitted and renamed. She was formerly known as the *Two Mays*.

### Huge Mackerel Invasion Off Jersey Cape

Huge schools of mackerel are moving northward slowly. Huge schools are currently centered off Wildwood Crest, Cape May and Wildwood. Hauls of from 70,000 to 100,000 pounds have been reported from craft docking at Wildwood and Cape May.

### Glass Containers for Oysters

Norman Jeffries, Port Norris oysterman, is now equipping a canning house in Greenwich, N. J., with the intention of packing all oysters in glass containers. New Jersey plans widespread use of glass containers in the oyster industry.

### Installing Clearance Gauges

As an aid to mariners, the New Jersey Division of Navigation will post clearance gauges at distances ranging from 1,000 to 1,500 feet from every drawbridge along the intra-coastal waterway from Manasquan to Cape May. Each gauge, clearly marked with block numerals, denotes bridge clearance at different water levels. By the end of May, the State will have marked its 116 miles of inland waterway and 235 miles of tributary channels with a total of 4,000 cedar stakes and 200 barrel buoys.

### Flounder Fishing Still Good

Winter flounder fishing remained good late last month, and a single boat at Al Houghton's in Harvey Cedars landed 50 flounder. Other fine catches were reported and fishermen hoped for a run of good weather to bring flounder fishing to its peak.

The charter boat of Capt. Beech of Barnegat Light, caught a weakfish tipping the scales at 11 lbs. 7 1/2 oz. This weakfish catch sets a record in Board of Trade Fishing Contests.

# Equipment and Supply Trade News

## New Bedford Rope in Self-Dispensing Carton

A new self-dispensing container for rope coils is being used to package New Bedford Cordage Company's pre-measured rope. Octagon in shape and marked with size and fibre, the new corrugated container keeps the rope clean, serves as a handy storage unit for the unused portion of the coil, stores easily and can readily be stacked to the ceiling. In addition, the carton eliminates rope tangling and snarling since it can be opened only at one end.

Pre-measured rope, which is an exclusive feature of New Bedford rope, is factory marked in red at ten foot intervals. The red markings enable the buyer to readily identify the brand and aid in calculating rope length. The pre-measured, packaged rope is available in six sizes ranging from 3/16" to 7/8" diameter.

## Sudbury Automatic Bilge Cleaner

Sudbury Laboratory is now manufacturing an Automatic Bilge Cleaner, which dissolves all grease, gasoline and oil and emulsifies it with either fresh or salt water so that it can be easily pumped overboard. The new product cleans the bilge automatically with the roll of the boat when it is added to the bilge water. It is non-caustic, and harmless to paint.

The compound leaves the bilge free of odors from gasoline, oil and scum. By causing any gasoline that gets into the bilge to mix with water, instead of allowing the gasoline to float to the top, it considerably reduces the accumulation of dangerous fumes in the bilge. A free folder on the new bilge cleaner, "Roll—Roll—Roll Your Boat Gently as it Cleans", may be obtained by writing Sudbury Laboratory, South Sudbury, Mass.



Enterprise Diesel executives and sales representatives at recent meeting. Seated, left to right: G. C. Rasey; J. E. Watson; G. B. Wright; P. K. Wabnig; P. I. Birchard; W. E. Butts; J. W. Coombs; W. H. Porter; J. H. Sheusner; H. T. Anderson; H. L. Hansen. Standing: T. S. Pennebaker; H. F. Neuman; M. T. Prendergast; P. R. DeVos; S. F. Atsatt; E. G. Harris; T. S. White; K. F. Cramer; L. J. Robbins; W. E. Bishop; J. N. Brophy; H. J. Dauphinee; G. J. Brusher; L. S. Noah.

## Henderson & Johnson Anti-Fouling Paint

"Copperclad", an anti-fouling composition formulated for maximum effectiveness and excellent working properties, has been developed by Henderson & Johnson, Inc., Gloucester, Mass. The new paint is unconditionally guaranteed for a minimum period of six months, not only in northern temperate waters where fouling is less severe, but also in tropical waters.

"Copperclad" is equally effective on steel or wood hulls. On steel bottoms, the metal should be primed with H. & J. Shipbottom Red Lead before applying the anti-fouling paint. On wood bottoms the paint can be applied directly to the wood, thinning the first coat with a little turpentine.

The new anti-fouling paint dries for recoating in approximately four hours. This means that two coats may be applied and the boat launched, all in the same day, which in many cases makes a difference of a day's time in railway or boatyard charges.

## New Pamphlets on Caterpillar Engines

Of special interest to users of Diesel power is a recent publication by Caterpillar Tractor Co., Peoria 8, Ill., entitled "Caterpillar Diesel Engines". The 16-page illustrated booklet contains first-hand, complete information on Caterpillar's latest and most powerful Diesel engines, Models D397, D386, D375, and the D364. The pamphlet covers the outstanding advantages and qualities in Caterpillar Diesel engines, and is complete with specification and performance charts.

Another catalog recently issued by Caterpillar describes the full line of Caterpillar products including Caterpillar Diesel engines. All models of the engines are illustrated and accompanied by specifications on size, horsepower, weight and accessories. A conveniently arranged table lists comparative information on the ten Diesel marine engines and ten Diesel electric sets in the Caterpillar line.

## Augur Marks Fiftieth Anniversary

W. A. Augur, Inc., 35 Fulton St., New York 7, N. Y., marked the fiftieth anniversary of its founding on May 1. The business was started in 1900 at 23 Fulton St., with a stock of about \$800 worth of nets, twines and fishermen's supplies. The store consisted of one small floor and basement. Today the firm occupies its own building, consisting of five stories and basement, and has a stock worth \$50,000.

The founder of the concern, W. A. Augur, a rugged individualist from Connecticut, died in 1930. However, the business has been continued without change by his son, W. R. Augur. The company's customers also are largely of the second generation, although there are many old-timers who have been with the firm from the very start.

Without benefit of any travelling salesmen but solely through personal letters and advertising, the firm has



The Augur Net & Twine Store at 35 Fulton St., New York City.

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acquired a host of loyal customers up and down the entire Atlantic Coast and even some on the Pacific Coast. The founder of the business felt that because his firm was not as large as some, he was able to give personal attention to every customer, and this policy is still in force.

#### Western Planetary Propulsion Gear Booklet

A new booklet describing the advantages of planetary type of marine propulsion gearing (600 hp. and up) is now available from Western Gear Works, Lynwood, Calif. Of particular interest in the pamphlet is the analysis of ship design, prepared by a prominent naval architect. It compares costs and performance of the various types of propulsion machinery now used in commercial vessels.

#### Columbian Rope Branch Management Changes

Capt. Alymer R. Hatch has been appointed manager of the New Orleans branch of Columbian Rope Co., Auburn, N. Y., to succeed Evan Edwards, retired. He has transferred from the New York branch where he specialized in rope for marine uses.

Capt. Hatch holds a Master Mariner's Certificate licensing him to render service as Master on any ocean and any tonnage vessel. During the war he was appointed by the Navy to Head of the Department of Naval Science at the U. S. Merchant Marine Academy at Kings Point, N. Y. He then served as Commanding Officer of several construction battalions and later was in command of the 28th Naval Construction Regiment—Troop Port Commander of Guam. After the cessation of hostilities, Capt. Hatch returned to the New York branch.

Evan Edwards, retiring manager of the New Orleans branch, has been associated with Columbian for 27 years. Mr. Edwards joined the Columbian sales staff in 1923, and in 1925 he was appointed manager of the New Orleans branch.

Allen K. Strong will assume the duties of Capt. Hatch at the New York branch. Mr. Strong has been closely

#### EXPERT RECONDITIONING ON PROPELLERS OF ALL SIZES

PRECISION EQUIPMENT and expert workmen insure an accurate repair job. We guarantee our work. Estimates gladly furnished. Send your damaged propeller to us for free inspection and report.



WE MANUFACTURE PROPELLERS  
52" DIAMETER AND LARGER

**HYDE**  
PROPELLERS



**HYDE WINDLASS COMPANY, Bath, Maine**

**"MONEL  
is our best  
investment!"**

—says Captain Bud King of the BONACKER

*Bonacker* is an 80-foot dragger operating out of Fulton Market, New York City. She has a Monel® propeller shaft, Monel tiller rope, and Monel galley trim.

*Bonacker's* co-owners are Bud and Edward King. When asked why he chose Monel equipment for *Bonacker*, Captain King had this to say:

*"We're sold on Monel because we know it stands up in the hardest kind of seagoing service. Take Weegon, the sport fishing boat I used to operate ... All metal in her construction was Monel and she came out of four years of hard wartime Coast Guard service (plus her pre-war use) without needing any excessive repairs.*

*"That's the reason we make such extensive use of Monel on the Bonacker. We know that Monel's longer life in steady fishing use will easily make it our most economical investment."*

Like Captain King, boatmen everywhere are "sold" on Monel because of its extra strength, extra hardness, and excellent resistance to salt sea corrosion.

Check with your boatyard today and you will be pleasantly surprised at how little it costs to get Monel's extra protection in shafts, tanks, wire rope, fish hold lining, galley trim, and accessories.

**THE INTERNATIONAL NICKEL COMPANY, INC.**  
67 Wall Street, New York 5, N. Y.



associated with the activities of the Columbian Mills for some 20 years. His first position was in the Time Study Department.

Following this he was superintendent of the Soft Fibre Mill and then was made plant engineer. For several years he has been specializing in materials handling and at present is President of the American Material Handling Society, Inc.

#### Lewis Promoted by Fairbanks-Morse

At a meeting of the Board of Directors of Fairbanks-Morse & Co., Chicago, Ill., O. O. Lewis was elected Vice President in charge of Sales. Lewis joined Fairbanks-Morse in 1908 as a clerk, and for a number of years he was a sales engineer in Indiana, Ohio and Michigan territories.

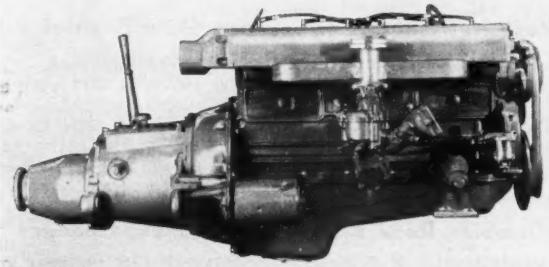
In 1932 he was appointed Manager of the Company's Atlanta Branch House, which position he filled until December 1943 when he was moved to Chicago headquarters and appointed Assistant Sales Manager. In 1948 he was promoted to Sales Manager. He also was elected a Director of the Company.

Lewis is well known in various engineering societies, and is a member of the American Society of Mechanical Engineers, The Society of Naval Architects and Marine Engineers, and The American Society of Naval Engineers, Inc.



#### New Osco-Ford Engine for Fishermen

Newest engine in the line of Osco Motors Corp., 36-27 Lawrence St., Philadelphia 40, Pa., is the Marined Ford-6 which has a rating of 115 hp., and displacement of 254 cu. in. Known as the Series 6115, this engine is available in direct drive or reduction gear ratios of 1.5:1, 2:1 and



The new 115 hp. Osco-Ford "6".

3:1. Standard models are downdraft carbureted and feature Osco's Circuit-Flo manifolding, lifetime rubber impeller water pump and adjustable mounting supports.

Complementing the smaller 95 hp. Osco-Ford "6", the Series 115 engine is based upon the Ford manufactured 8MB industrial and bus engine and is especially suited to the uses of commercial fishermen.

#### New Bernard Fisherman's Pliers

Bernard Gorilla-Grip fisherman's pliers, made in large and small sizes for commercial and sport fishing use, are being offered by Sargent & Company, New Haven 9, Conn.

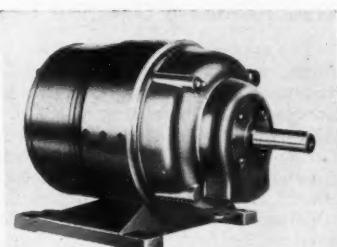
The pliers, which exert pressure equal to several hundred pounds, provide maximum safety features for the fisherman. They can be used to remove hooks, to cut hooks and wire and for squeezing lead sinkers. They are made of nickel plated steel as proof against wind and

weather; they can fit nearly all nuts on reels and small parts of motors.

The design of the pliers provides a non-slip grip and quick action through compound leverage. Their compactness provides a space saving feature and allows them to fit into the pocket or kit for instant use.

### Onan Variable-Speed Marine Generator

A new marine generator and control package designed for crowded engine rooms where it is not practical or possible to install a complete engine-driven generating plant is now being manufactured by D. W. Onan & Sons, Inc., of Minneapolis.



Powered by the main engine on the boat, this compact 2000-watt generator, with its wall-mount control, charges 32-volt, 16-cell lead batteries regardless of variations in driven speed within the range of 1000 and 3000 rpm. The generator starts charging at approximately 900 rpm. and delivers its full 50-ampere output at about 1100 rpm.

Easy to install, the new two-bearing generator is of the shunt-wound type designed for either belt-drive or flexible coupling. Complete wiring diagrams are supplied for clockwise and counter-clockwise rotation. Approximate dimensions of the generator are 18 1/4" long; 11 1/2" high; and 11 1/2" wide.

Encased in a welded sheet metal cabinet, the generator control includes these features: automatic voltage regulator, which serves also as current limiter, reverse current relay, D.C. ammeter, replaceable cartridge fuse, marked terminals, ventilating louvers and ventilated resistor box.

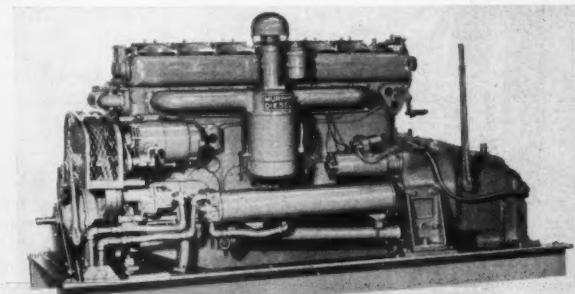
### Windshield Wiper for Boats

Enterprise Metal Products, Inc. of 604 Johnson Ave., Brooklyn 6, N. Y. announces a newly designed Emco hand windshield wiper for boats.

Made of brass, hard chrome plated, and leak-proof, the wiper operates with a "twist of the wrist". Engineered for marine service, the new unit has adjustable spring tension in the arm to firmly hold wiper blade against windshield plus positive compensating sleeve-bearing action in rotating shaft to vary blade pressure under heavy load. As a result, there is uniform torque and less wear.

### Murphy Diesel Increases Power Range

The Murphy Diesel Company, 5321 W. Burnham St., Milwaukee 14, Wis., has announced refinements in design which are claimed to provide more power, greater economy and longer life. At the same time the number of models has been increased. Five 4-cylinder models and six 6-cylinder models ranging in output from 90 to 190 hp. are now in production. All are available with 1:1, 2:1



Murphy Model Marine 150 Diesel engine.



## Really Rugged ... that's PITTSBURGH HULL PAINT!

PAINT protection plus—that's what many builders and operators of fishing craft term Pittsburgh Hull Paint!

Of course, it's a tough, seagoing paint that provides maximum resistance to sun, wind, rain, ice and salt spray. It's *fume-proof*, too! It will not darken and discolor from industrial gases, cargo, fuel, foul water, dock and harbor sewage.

Pittsburgh Hull Paint also brushes freely, hides thoroughly and dries quickly to an extremely durable coating.

Pittsburgh has a complete line of high-quality finishes for every marine need. Write for free booklet that may save you time and money in upkeep.

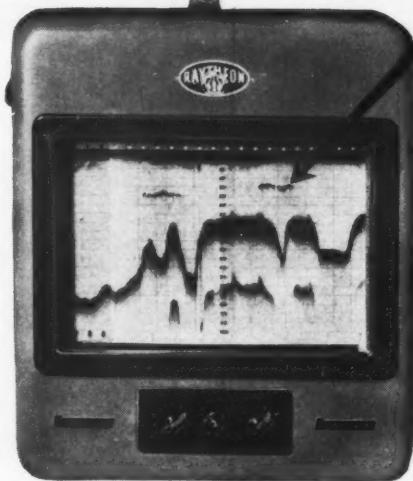
#### PITTSBURGH PLATE GLASS COMPANY

Industrial Paint Division, Pittsburgh, Pa.  
Factories: Milwaukee, Wis.; Newark, N. J.;  
Springdale, Pa.; Houston, Texas; Los Angeles,  
Calif.; Portland, Ore. Ditzler Color Div.,  
Detroit, Mich. The Thresher Paint & Varnish  
Co., Dayton, Ohio. Forbes Finishes Div.,  
Cleveland, Ohio.



**PITTSBURGH** *Marine Finishes*  
PAINTS • GLASS • CHEMICALS • BRUSHES • PLASTICS  
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**LOOK HERE FOR FISH  
AND PROFITS!**



This outstanding Fathometer\* Jr. (Model 1373, Recording type) gives a clear, undistorted picture of bottom contours . . . shows where fish are found . . . increases catches and profits.

SEE YOUR AUTHORIZED SUBMARINE SIGNAL DEALER about Fathometer Jr. Recording and Indicating Models and other electronic marine products.

IT ISN'T A FATHOMETER IF IT ISN'T SUB SIG.

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RAYTHEON MANUFACTURING COMPANY  
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## B.F. Goodrich *Cutless* Bearings For Propeller Shafts



Soft rubber, water lubricated, Cutless bearings give years of trouble free service on fishing vessels. Resist heat, oil, and wear. Quiet and protect shafts too. There is a size and type to fit your boat.

Available at Boat Repair Yards and Marine Equipment dealers.

**Lucian Q. Moffitt, Inc.**  
AKRON, 8, OHIO

Engineers and National Distributors

or 3:1 reverse and reduction gears, and can be supplied with front end power take-off.

The Murphy Diesel features which include plain open combustion chamber, four valves per cylinder, and hydraulic servo-type governor remain as the basis of the design of the engines, with the additional power output resulting from improvements in the application of these principles.

### New Nordberg Gasoline Engine Distributors

The appointment of Lenk, Inc., 1305 Boylston St., Boston, Mass., and Marine Service, Inc., Boothbay, Maine, as distributors for Nordberg Gasoline Marine Engines has been announced by Nordberg Mfg. Co.

Marine Service, Inc., will serve the state of Maine and Lenk, Inc., will cover New Hampshire, Massachusetts, Rhode Island and all of Connecticut except Fairfield, New Haven and Middlesex Counties for Nordberg.

Established in 1939, Marine Service, Inc., is now managed by Delbert R. Ham. The organization maintains two deep water wharves and an electric derrick at Boothbay Harbor. In addition, the company offers boat builders and owners of fishing craft a fully stocked marine store and complete machine shop facilities.

Lenk, Inc., had its beginning as an automotive business venture in 1912 when Oscar C. Lenk, now organization treasurer, co-founded the Eisner-Lenk Company. Under the directorship of President William F. Hagenloch and Vice-president Walter T. Divine, Lenk, Inc., now offers complete sales and service on Nordberg gasoline engines. The company also maintains a Lenk, Inc., affiliate in Hartford, Conn., with Stephen S. Day as manager.

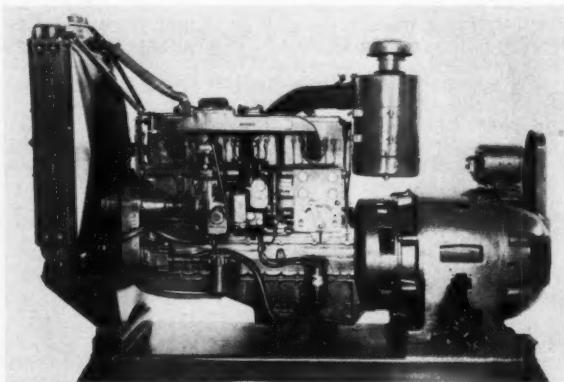
### Cummins Announces Generator Units

Production of a standard commercial line of Cummins Diesel-powered electric generator units is announced by Cummins Engine Company, Inc., of Columbus, Ind. Sixty-cycle units are available in 40, 50, 60, 75, 100, 125, 200 and 250 kilowatt ratings. Similar units are also available for 50-cycle operation at a slight de-rating in KW capacity.

These Diesel generator units are designed for continuous service applications where the unit is the primary source of power. Their instant starting and high availability characteristics also make them well suited for standby or emergency power.

Optional equipment offered by Cummins for the various generator units includes automatic overspeed shutdown control; automatic high temperature and low lubricating oil pressure shut-down; complete marine-type or radiator-type cooling systems; hydraulic governor; water-cooled exhaust manifold, and generator mounted package control unit.

The standard Diesel generator units as offered by Cummins Engine Company, Inc., are of the alternating current type, 50-60 cycle, 3-phase 3-wire, 3-phase 4-wire. The unit consists of the engine direct connected to a single bearing generator, the engine and generator being mounted on a common structural steel sub-base.



Model NHSGA Cummins Diesel-powered electric generator unit.

# Complete Outfitters for Trawlers, Draggers

## MANILA and COTTON TRAWL NETS for EVERY SIZE BOAT

### Special Redfish Cod-ends

Made of heavy manila, small mesh twine. Available in all lengths.

MANILA and SISAL CORDAGE • WIRE ROPE • CHROMED HIDES

Mending Twine — Metal Floats — Shackles

*Please contact us for further information*

Stocks Carried at Boston, Portland and Rockland, Me. Shipments made to any point on the Coast

## F. J. O'HARA TRAWLING CO.

211 Northern Ave., Boston 10, Mass.

## Virginia Has Successful Mackerel Season

One of the best mackerel seasons in history has been enjoyed recently by the fishermen on the Virginia Eastern Shore. Since last December, local boats have been making good mackerel catches, and several draggers which had nearly given up hope of profitable catches of bottom-fish converted to mackerel gill-netting. Vessels equipped with one to two miles of gill-netting went out to the fishing grounds about ten miles offshore, and it was not unusual for one night's fishing to bring from \$1,000 to \$2,000 to a crew of three.

Boats from other areas, some quite small, followed the mackerel along the coast, landing at the most convenient port. The gill net most used was coarse cotton of about  $3\frac{1}{4}$  mesh, but nylon is beginning to appear. Fishermen have reported that nylon netting unquestionably catches more fish than any other type, and that its cost is not prohibitive. More nylon no doubt will be used as fishermen learn how to handle it and as other netting is replaced.

### Tagged Croakers

Several hundred croakers, tagged with small red and white celluloid disks, have been released near the mouth of York River by biologists of the Virginia Fisheries Laboratory at Yorktown. The purpose is to find out where the fish go after entering the bay.

Whenever a tag is mailed in to the U. S. Fish & Wildlife Service at Washington, together with the date and locality where the croaker was taken, the finder receives a reward of \$1.

### Oyster Shell Planting

The Commission of Fisheries in executive session on April 25 agreed on a repletion program to include increased planting of oyster shells throughout the Chesa-

peake Bay area, including the Rappahannock section.

The planting of seed oysters in the Rappahannock was discussed, but the Commission voted in favor of the shell planting program.

### Crab Pots Seized by Maryland Inspector

Seven Cole's Point fishermen charged recently that an inspector for the Maryland Tidewater Fisheries Commission confiscated 176 crab pots which they set in the Potomac the first week in April. After the seizure, the fishermen were notified that Maryland would enforce its own statute forbidding the catching of crabs before May 1. A spokesman for the fishermen said this law, as well as the license fee levied by Maryland, have never been enforced on the Potomac, and that Virginia has never concurred in such control measures.

The Potomac River is wholly in Maryland territory, the dividing line between the two States being the low water mark on the Virginia shore, but for many years the two States have exercised joint enforcement.

The fishermen made an appeal to Maryland authorities for return of the confiscated pots, but it was without avail.

### Applies for Oyster Planting Ground

Wyatt B. Carnal of Naxera applied recently for ground for oyster planting purposes under the laws of Virginia. The ground is in the waters of Bryan Bay near or within Eagle Point Farm, and is estimated to contain 10 acres.

### Hampton Roads Landings

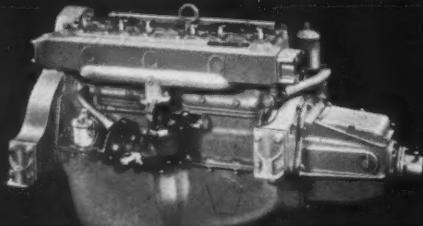
Fish production in the Hampton Roads area totalled 3,393,300 lbs. in April, a gain of nearly a million lbs. over March landings, and  $1\frac{1}{2}$  million lbs. more than in April of last year. The leading variety was scup, with a catch of 895,500 lbs., followed by sea bass, with 412,200 lbs., and alewives, with 182,100 lbs. Of the total, 2,969,700 lbs. was landed by draggers, with the remainder coming from pound nets.

# WORLD'S BEST BUYS IN MARINE ENGINES

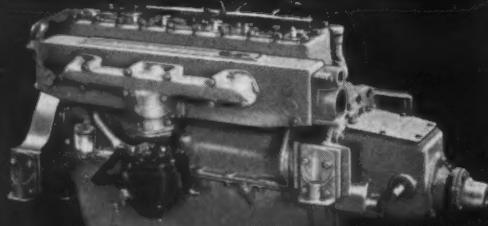
Built and backed by the world's largest manufacturer of marine products



Model B—Compact, power-packed Chris-Craft 60 h.p., 132 cu. in. Reduction drive available. A great value!



Model K—For more power and economy... 95 h.p., 229 cu. in. Reduction drive, opposite rotation available.



Model M—Rugged, dependable... 130 h.p., 320 cu. in. Available with reduction drive, in opposite rotation.

## PROOF! PROOF!



Cedric Adams

"My present 46-ft. Chris-Craft, powered by two Chris-Craft Marine Engines, is my sixth, through 13 years of boating," writes Cedric Adams, nationally known radio commentator and newspaper columnist of Minneapolis, Minn. "My family of five lives aboard each summer, so we rely on your engines much more than do most boat owners. I can't say too much in favor of Chris-Craft Marine Engines—their dependability, their economy, their trouble-free operation and their smooth performance. They're truly the world's best buy in marine engines."

**FISHERMEN!** Buy the best for less—buy Chris-Craft Marine Engines. A complete line. Reduction drives... opposite rotation... also high speed engines for light, fast hulls. Ask your Marine Dealer, Boat Yard or Boat Builder for prices and data. These world-famous engines will do a better job for you.

# Chris-Craft

MARINE ENGINE DIV., ALGONAC, MICH., U.S.A.

## Fish Landings

### For Month of April

Hailing fares. Figure after name indicates number of trips.

### GLoucester

American Eagle (5)	105,500	Leonard & Nancy (1)	1,000
Anna Guarino (9)	18,000	Leretha (1)	25,000
Ann & Marie (2)	5,500	Little Flower (3)	35,000
Annie (8)	23,500	Lorine III (3)	51,000
Annie II (3)	8,000	Lou Sam (3)	6,000
Anthony & Josephine (8)	32,500	Margie & Roy (10)	11,100
Arthur D. (4)	6,000	Margie L. (2)	4,000
Ave Maria (3)	320,000	Maria Immaculata (1)	3,000
Avocet (6)	10,500	Marie & Winifred (2)	99,000
Baby Rose (2)	240,000	Marietta & Mary (1)	32,000
Barbara C. (1)	4,000	Marion & Alice (2)	203,000
Benjamin C. (2)	405,000	Marsala (2)	72,000
B. Estelle Burke (2)	176,000	Mary (1)	1,500
Bethulia (5)	45,000	Mary A. (2)	118,000
Bonaventure (2)	275,000	Mary & Josephine (2)	298,000
California (2)	17,000	Mary F. Curtis (2)	251,500
Capt. Drum (4)	19,000	Mary Rose (3)	316,000
Cara Cara (1)	165,000	Mother Ann (2)	287,000
Carlo & Vince (4)	23,000	Nancy B. (2)	50,500
Carmela Maria (1)	10,000	Nancy F. (4)	158,500
Catherine (5)	16,500	Natale III (1)	91,000
Catherine Amirault (2)	208,000	Noah A. (7)	30,500
Chebecque (4)	94,500	Noveltie (5)	17,500
Cigar Joe (4)	56,000	Nyoda (5)	115,500
Columbia (2)	257,000	Olympia (2)	60,000
Conquest (2)	235,000	Philip & Grace (2)	223,000
Curlew (2)	234,500	Phyllis & Mary (2)	45,000
Dale (5) -	6,500	Pilgrim (1)	113,000
Dartmouth (3)	278,000	Pollyanna (2)	232,000
Dawn (8)	23,000	Positive (2)	202,000
Dolphin (4)	429,500	Puritan (1)	110,000
Doris F. Amero (2)	138,000	R. Eugene Ashley (2)	159,000
Doris H. (5)	14,000	Rita B. (1)	92,000
Eastern Point (6)	29,500	Roma II (3)	7,000
Eleanor (1)	8,000	Ronald & Mary Jane (2)	209,000
Eleanor Mae (4)	17,500	Rose & Lucy (5)	98,000
Emily Brown (1)	175,000	Rosemarie (2)	16,000
Eva II (6)	12,000	Sacred Heart (7)	22,000
Falcon (7)	25,500	St. Anthony (2)	253,000
Felicia (2)	444,000	St. John (7)	14,500
Florence & Lee (2)	380,000	St. Joseph (2)	45,500
Frances R. (1)	65,000	St. Nicholas (1)	177,000
Francis McPherson (2)	310,000	St. Peter (2)	76,000
Gaetano S. (2)	210,000	St. Providencia (1)	5,000
Gale (1)	2,000	St. Rosalie (2)	92,500
Gertrude E. (5)	8,000	St. Victoria (2)	206,000
Golden Eagle (1)	149,000	Salvatore & Grace (1)	67,000
Hazel B. (1)	90,000	Santa Lucia (6)	26,500
Hilda Garston (2)	303,000	Santa Maria (1)	36,000
Holy Family (2)	221,000	Sea Hawk (2)	117,000
Ida & Joseph (2)	131,000	Sebastiana C. (2)	85,000
Immaculate Conception (2)	95,000	Serafina N. (2)	24,000
Jackie B. (4)	67,900	Serafina II (1)	54,000
J. B. Junior (5)	83,000	Skilligolee (3)	156,500
Jennie & Julia (3)	56,000	Sunlight (2)	318,000
Jennie & Lucia (2)	91,000	Sylvester F. Whalen (2)	345,500
Johnny Baby (9)	17,000	The Albatross (1)	165,000
Joseph & Lucia (2)	227,500	Theresa M. Boudreau (2)	264,000
Joseph S. Mattos (1)	55,000	Thomas J. Carroll (2)	81,000
Josie II (8)	30,000	Trimembral (3)	7,000
Julie Ann (1)	140,000	Two Pals (1)	1,500
Killarney (2)	321,000	Violin D. (3)	13,000
Kingfisher (2)	284,500	We Three (3)	12,500
Kurta (8)	9,000	Wild Duck (2)	266,000
Lassgehn (6)	18,500	Win Story (2)	54,500

### NEW YORK

Beatrice & Ida (2)	65,000	Norseman (2)	31,500
Black Hawk (1)	20,000	Olivia Brown (1)	48,500
Catherine C. (2)	82,200	Rainbow (1)	14,700
Edith L. Boudreau (1)	53,300	Raymonde (3)	120,800
Felicia (2)	117,000	Reid (2)	29,500
Florence B. (1)	43,500	Richard Lance (2)	39,100
Gloria F. (1)	7,000	Rosalie F. (2)	43,100
Gud Kay (2)	21,700	Sally & Eileen (2)	61,000
John G. Murley (2)	109,500	S. #31 (1)	15,000
Katie D. (3)	179,500	Sol (3)	127,000
Lady of Good Voyage (3)	139,000	Sunapee (1)	28,000
Magellan (3)	132,500	Teresa & Jean (2)	85,300
Major J. Casey (2)	27,500	The Queen (2)	70,000
Malvina B. (2)	24,400	Tina B. (2)	124,300
New Bay (3)	162,500	Virginia (2)	93,000

### Scallop Landings (Gallons)

Antonina (1)	125	Peerless (1)	600
Ballantrae (1)	750	Quest (1)	630
Bright Moon (2)	1,300	Rainbow (1)	800
Florence B. (2)	2,025	Rockaway Belle (2)	1,060
Friendship (2)	1,500	St. Rita (3)	2,200
Gloria F. (1)	900	S. #31 (1)	900
Hazel S. (1)	450	Sunapee (1)	800
Mary (1)	700	Venture (1)	450
Mary K. (1)	200	Victoria (1)	800
New Dawn (2)	1,100	Whaling City (2)	1,250

## PORLAND

Agnes & Elizabeth (3)	233,800	Mary & Helen (1)	5,000
Alice M. Doughty (4)	179,400	Mary W. (3)	20,800
Althea (2)	111,100	Myrt II (1)	3,500
American Eagle (1)	4,500	Nancy F. (1)	9,700
Andarts (4)	411,500	Natalie III (2)	7,900
Araho (2)	174,000	Nokomis (1)	3,500
California (1)	5,500	Nora Sawyer (5)	15,600
Carolyn & Priscilla (2)	183,100	Notre Dame (2)	139,000
Chebeague (1)	34,000	Phyllis (1)	1,700
Clara Louise (2)	234,800	Queen of Peace (2)	47,000
Crescent (5)	29,800	Richard J. Nunan (1)	6,600
Elinor & Jean (4)	119,700	Salvatore & Grace (1)	3,800
Ethelina (3)	140,300	Sebastian (1)	1,100
Evzone (1)	9,600	Sebastiana C. (1)	2,500
Frances R. (1)	1,700	Serafina N. (1)	6,000
Ida & Joseph (1)	4,300	Serafina II (3)	30,000
Jackie B. (3)	26,700	Silver Bay (2)	211,400
Jennie & Julia (2)	6,300	Theresa R. (2)	228,000
Lawrence Scola (4)	31,200	Thomas D. (3)	323,800
Little Flower (2)	17,300	Trinity (1)	29,200
Lucy Scola (2)	26,300	Vagabond (3)	260,800
Marjorie Parker (2)	44,900	Vandal (3)	283,100
Marsala (1)	3,800	Willard Daggett (1)	25,200
Mary A. (2)	10,900		

## BOSTON

Acme (7)	22,200	Estrela (2)	162,200
Addie Mae (4)	15,800	Eva M. Martin (2)	7,100
Adventure (1)	76,500	Fanny F. Hickey (7)	27,400
Agatha & Patricia (3)	142,400	Flow (1)	117,700
Alphonso (6)	25,200	Flying Cloud (3)	334,200
Annie & Josie (6)	19,200	4-C-688 (3)	10,200
Arlington (2)	430,500	4-C-887 (3)	7,500
Assertive (2)	139,500	4-G-370 (2)	12,500
Atlantic (1)	110,300	4-G-673 (1)	4,200
Ave Maria (1)	5,200	4-G-688 (1)	4,100
Barbara C. Angell (2)	155,500	Francesca (2)	8,200
Bay (2)	192,000	Geraldine & Phyllis (2)	129,000
Bonnie (3)	343,300	Golden Eagle (1)	103,900
Brighton (2)	151,700	Gudrun (2)	260,500
Calm (2)	345,500	Hornet (7)	19,400
Cambridge (3)	311,500	J. B. Junior (2)	212,500
Cape Cod (1)	11,300	J. B. Junior II (4)	17,800
Carmela Maria (8)	52,100	Joe D'Ambrosio (1)	3,400
Carole June (2)	164,000	Josephine (1)	5,800
Catherine B. (6)	102,500	Josephine F. (2)	16,600
Clipper (2)	122,900	Josephine P. II (3)	58,300
Crest (2)	226,500	Leonard (3)	11,400
C. R. & M. (1)	19,100	Leonard & Nancy (3)	90,200
Curlew (6)	23,100	Liberty Belle (3)	45,100
Diana C. (4)	19,000	Little Nancy (4)	60,500
Dorchester (2)	161,000	Lorraine III (1)	17,400
Drift (3)	223,600	Louise (2)	169,500
Eddie & Lulu M. (8)	12,800	Lucky Star (3)	312,000
Elizabeth B. (2)	132,700	Lynn (1)	112,500
Esther M. (3)	366,000		

### Scallop Landings (Gallons)

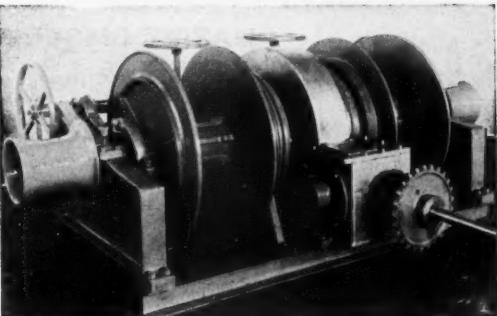
Liboria C. (1)	800
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## NEW BEDFORD

Adventurer (3)	61,900	Little Joe (1)	12,500
Agda (1)	14,000	Lucky (1)	6,200
Anastasia E. (1)	4,500	Madeline (1)	6,400
Anna C. Ferry (3)	50,500	Maria-Julia (1)	5,100
Annie Louise (2)	25,800	Mary & Joan (1)	13,000
Annie M. Jackson (3)	74,000	Mary & Julia (2)	98,600
Arnold (3)	66,100	Mary Anne (2)	87,800
Arthur L. (3)	62,100	Mary J. Hayes (3)	165,600
Austin W. (2)	16,900	Mary M. (1)	4,900
Barbara M. (2)	39,400	Minnie V. (3)	39,100
Brother Joe (2)	19,500	Misham (1)	2,400
Cape Cod (1)	9,000	Molly & Jane (3)	41,000
Capt. Deebold (1)	19,000	Morning Star (1)	5,500
Carl Henry (2)	99,900	Noreen (2)	115,600
Carol & Dennis (2)	13,600	Paolina (3)	101,000
Catherine & Mary (1)	13,000	Fatsy (1)	8,000
Catherine T. (3)	120,700	Pauline H. (1)	57,400
Charles E. Beckman (3)	41,100	Penguin (4)	101,000
Christina J. (3)	59,600	Phyllis J. (4)	22,600
Christine & Dan (1)	18,500	Pilhasca (1)	9,500
Connie F. (3)	59,900	Plymouth Belle (1)	10,800
C. R. & M. (1)	13,200	Portugal (2)	9,100
Dauntless (3)	27,900	Princess (3)	46,200
Driftwood (1)	5,500	Pvt. Frank T. Kessler (1)	5,500
Ebenezer (2)	6,900	Reliance (1)	3,200
Edith (1)	5,100	Reneva (1)	7,900
Elva & Estelle (3)	40,900	Rose Jarvis (1)	10,000
Etta K. (3)	22,900	Rosemarie V. (1)	19,300
Eugene & Rose (2)	55,200	R. W. Griffin, Jr. (2)	34,800
Gannet (2)	150,700	St. Ann (2)	49,600
Gertrude D. (1)	19,800	Sandra & Jean (2)	61,900
Gladys & Mary (2)	90,400	Sea Fox (1)	15,100
Gloucester (1)	24,100	Sea Ranger (2)	82,100
Growler (3)	78,300	Shannon (2)	33,800
Harmony (1)	9,200	Shirley & Roland (1)	10,200
Helen B. (3)	68,300	Solveig J. (3)	158,300
Hope (3)	20,700	Stanley B. Butler (2)	146,000
Invader (4)	45,100	Susie O. Carver (2)	26,500
Ivanhoe (3)	70,500	Theresa (NBD) (1)	6,400
Jacintha (3)	151,600	Three Pals (1)	3,100
Janet Elise (2)	13,700	Two Brothers (NBD) (5)	53,600
Joan & Tom (2)	21,900	Victor Johnson (4)	52,500
Joan & Ursula (3)	94,100	Viking (6)	146,300
Josephine & Mary (1)	30,000	Wamsutta (2)	34,200
June Bride (4)	73,800	Whaler (2)	109,600
Lainee K. (1)	11,600	William Chesebrough (3)	2,000
Liberty Belle (1)	11,500	Winifred M. (2)	14,200

(Continued on page 44)

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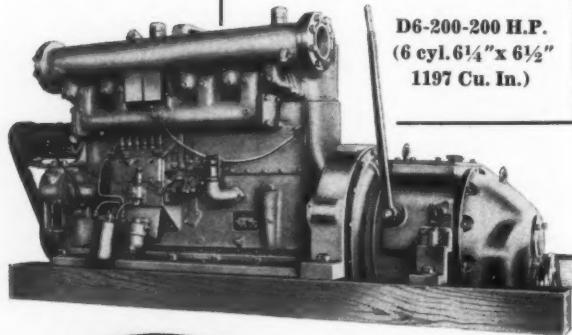
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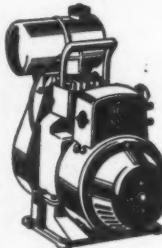


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## Provincetown Fleet Gets Two More Draggers

One of the most recent additions to the Provincetown fleet is the 68' dragger *Johnnie Ryan*, which was purchased by Capt. Joseph Roderick from New Bedford parties, and is one of the largest boats in the harbor. Capt. Roderick's crew comprises his brother, David Roderick, Augustus Reis, Edmund Gill, Jr., and Clarence Serpa. The *Johnnie Ryan* replaces the *Emilia R.*, which sank in the bay more than a year ago.

Another boat which will be added to the Provincetown fleet is the 56' x 17' x 7 1/2' *Papa Joe*, a former shrimp boat which was purchased by Joseph Corea from the Patterson Shrimp Co., Patterson, La. She was brought north by her owner, and is at Plymouth where work is being done on her. The craft is powered by a 125 hp. Diesel engine.

The two additions will offset two losses by sale recently. The vessels which changed hands were the *Viola D.*, Capt. Manuel Dutra, and the *Jesse Dutra*, Capt. Frank Frade.

The dragger *John David*, skippered by Capt. John Russe, arrived in Provincetown from Plymouth on April 20 after having had a new 170 hp. Buda Diesel installed, a complete overhaul and a new paint job. The *John David* had been out of action for two weeks.

#### First Mackerel and Herring from Traps

The first mackerel of the season from Provincetown traps were landed at Cape Cod Fisheries on Monument Dock on May 1, when 105 lbs. of fish were brought in by a Pond Village Cold Storage trap boat. The mackerel were reported of good size, and started running this year about the same time as last year.

The first of the 1950 season's trap herring, approximately 90 barrels, were landed at Monument Dock on April 17 by Capt. John Fields from the traps off New Beach. Capt. Fields also took a few barrels from one of his harbor traps.

The annual run of herring this year started nearly two weeks later than last year, when the first herring were caught April 4.

#### Provincetown Cold Storage Co. Closes

Closing of the Provincetown Cold Storage Co., one of the oldest freezers in Provincetown, was announced last month. George F. Miller, Jr., president, said that as yet a decision had not been made as to whether the closing would be permanent.

#### Blessing of Fishing Fleet

Provincetown's third annual blessing of the fishing fleet will be held June 25, with the program continuing into the following day.

Dory races and a tug-of-war between captains and crew members will be featured activities.

#### New Bedford Scallop Landings (Gallons)

Abram H. (2)	2,100	Louis A. Thebaud (2)	1,500
Alice J. Hathaway (1)	50	Lubenray (2)	3,700
Alpar (2)	2,000	Malene & Marie (3)	3,300
Amelia (2)	2,200	Marie & Katherine (2)	1,550
Antonina (1)	550	Marmax (1)	1,050
Antonio (1)	475	Martha E. Murley (2)	1,200
Barbara (1)	600	Mary Canan (1)	500
Bobby & Harvey (2)	1,550	Mary J. Landry (1)	433
Bright Star (2)	2,000	Mary Tapper (1)	750
Camden (1)	1,000	Moonlight (3)	2,750
Carol & Estelle (2)	1,400	Muriel & Russell (2)	647
Charles S. Ashley (2)	1,900	Newfoundland (2)	1,900
Dagny (2)	1,600	Olive M. Williams (1)	1,050
David A. (1)	1,100	Pearl Harbor (1)	800
Doris Gertrude (1)	400	Pelican (1)	900
Elizabeth N. (2)	2,150	Penguin (1)	950
Fairhaven (2)	1,950	Porpoise (3)	3,300
Flamingo (3)	3,125	Red Start (2)	2,000
Fleetwing (2)	2,150	Sea Hawk (2)	1,211
Francis J. Manta (2)	1,350	Smilyn (2)	1,800
Friendship (2)	1,425	The Friars (2)	1,550
Janet & Jean (2)	1,550	Theresa A. (1)	600
Jerry & Jimmy (2)	1,900	Ursula M. Norton (2)	1,975
Kingfisher (2)	1,650	William D. Eldridge (3)	3,000
Lainee K. (1)	225	William H. Killigrew (2)	1,250
Linus S. Eldridge (2)	1,650		

## Vineyard Bailings

By J. C. Allen

With Spring well advanced, so far as the calendar is concerned, it should normally be possible to size things up and predict something or other regarding the Summer to come. Men predict by looking backward, astern, as it were, so they claim and it seems reasonable.

But that won't work worth a cuss this year for half a dozen reasons. To do this sort of thing, you have to figure normal expectations from a normal point of view and under normal circumstances, and we haven't got 'em!

For more than a month, leading up to the end of April, we had gales of wind. Some of 'em just ordinary gales, but at least one that was a ring-tailed snorter, the echoes of which, and the disaster it caused, having spread far and wide, as it cost the lives of 15 men and two vessels in waters close aboard of us.

Under such circumstances nobody has been able to operate in normal fashion. The larger craft which hail from Marthas Vineyard Island, and nearby points, have done the heft of their fishing well off-shore on the edge of the bank, as men used to call it, and we note that of late there have been more tilefish landed than for many years, which indicates the bearings of the ground they fish.

The small craft lost plenty of time during April, although the Spring run of trash showed up, and most of 'em took a crack at dragging for sculpin and skates.

From all indications, and they are appearing in spite of the weather, it looks as if the spring fish will be on hand according to schedule, but nobody can foresee what the luck will be. We say "from indications" which is cutting it thin; the fact is that, as we write, there is not a mesh of trap-twine overboard. Weather has absolutely prevented even the rigging and fitting of such gear. Very few lobster-pots are in the water.

What we figure, personally, is an increase in surface fish. How many may be taken depends partly on weather, but mostly on how many men try to get 'em. We look for an increase because we can't see any reason why this shouldn't be so.

For years the taking of surface fish has declined in this stretch of water which may be roughly bounded by Narragansett Bay on the west and Cape Cod Bay on the east. It has declined because the traps and seines, gill-nets and the like, have been employed less and less.

Now figuring from the viewpoint of the old-timers who trapped and hooked or seined fish, the promise of a season laid mostly in the movement and supply of the bait.

For several seasons the bait has been on the increase—menhaden and all smaller stuff on which larger fish feed, and the nearby ocean a year ago, was filled with life. The fish common to these waters were there, also many varieties of Southern fish which used to be taken in small numbers in years when Summers were cooler, and when there were plenty of traps.

This year has seen the bait coming in early, and in quantity. We wouldn't know what the quantity, because there is no market for alewives. We only know they are here, likewise smaller stuff. The birds which feed on 'em, and the seals have hung around apparently satisfied, which is proof enough. That is why we look for plenty of surface fish to come, and they will be taken if anyone really goes after 'em.

About the rest, it is hard to say because things are working out differently this year than ever before. The trash-fishermen are scraping bottom that has not usually been fished in other years. They pick up small food fish and undoubtedly spawn along with the trash. Offshore they have been taking summer fish, such as fluke, for months, and some sea-bass and scup. If there is a shortage of these, more than common, on the inshore grounds this year, anyone will have a right to believe that this offshore fishing has effected the Summer supply.

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## North Carolina Laboratory Making Study of Shad

Live shad have been brought into the U. S. Fishery Laboratory on Pivers Island by scientists and placed in the large pools for study. C. E. Atkinson, chief of Middle and South Atlantic Fishery Investigations, said that as soon as the shad recovered from shock of moving, half of them would be marked with a new type of tag developed at the Laboratory. How long the tag will last and what its effect may be on the movement and growth of the fish will be determined.

Observations will be made on feeding, spawning and other phases not well known at present. Shad have long been known to be a most difficult fish to handle. However, by using a specially designed tank and by giving special attention to temperature and salinity of the water, James E. Sykes, staff biologist, has been able to move both small and adult fish.

### Fisheries Commissioner Resigns

Capt. John A. Nelson has resigned as North Carolina Fisheries Commissioner, effective July 1, after serving in the post since 1920. His resignation was submitted to the State Board of Conservation and Development at its Spring business session. In accepting Nelson's resignation, the Board voted to make him a consultant on fisheries.

Other action taken by the Board included a 10-day extension of the 1950 shad season beyond April 25, and a decision to hold a hearing to consider a request that channel bass be classified as a sports fish.

### Williston Clam Shuckers Busy

Six thousand seven hundred and forty-three gallons of clams were shipped from the Willis Brothers clam house at Williston during one week recently.

In one three and one-half hour period last month, 33 women shucked 747 gallons of clams. Thus the women opened approximately 224,100 clams during that time, and one woman who shucked 30 gallons handled about 9,000 clams, or 42 a minute.

The record day at Willis Brothers clamhouse was 1,868 gallons shucked in seven hours.

The Heinz Company buys the entire clam output, 2,500 gallons at a time, which the Willis Brothers ship in their own refrigerator truck to the Heinz Pittsburgh plant.

Besides engaging in the clam business, the Willis Brothers, Elmer and Wesley, operate a trawler and a menhaden boat, and buy and sell all types of fish.

### Yield of Market Oysters Declines

The 1949-50 take of oysters from public grounds in North Carolina totalled 115,140 tubs, a decrease of 48,530 tubs from the 1948-49 season. It is suggested that the slow market was the principal reason for the decline.

## Georgia Shrimpers Receive Blessing at Thunderbolt

The second annual Blessing of the Fleet was held at Thunderbolt Yacht Basin on April 16, with the Most Rev. Francis E. Hyland invoking the blessing of the church on the shrimp fleet and those who sail with it.

Although many of the vessels had gone to the Florida Keys, there was still a big turnout for the occasion.

The committee working on the affair was composed of Joseph de Gracia, Sr., Joseph de Gracia, Jr., James W. Hennessy, W. W. Robinson, Jose R. Ganas and Ernest August.

### Big Catch of Drumfish

A porgy boat, the *Air Gannett* of Fernandina, Fla., arrived at St. Marys on April 25 with a load of drumfish unofficially estimated to weigh more than 20,000 lbs.

The skipper, Capt. Willie Gutherie, was selling his catch to a long line of buyers for 50 cents a fish regardless of

## Factors Affecting Oyster Yield

(Continued from page 18)

The first approach made in the investigation was centered on the effect of environment on rate of growth.

Observations were made on seed oysters from Eastern Bay transplanted to growing grounds in areas having widely separate salinity levels. On the basis of observations conducted for a period of 18 months, it seemed that low salinity of about 5 parts per thousand inhibited growth and in salinities from 10 to 30 parts per thousand oyster growth appeared proportional to increase in salinity. Some field evidence demonstrated that the upward change in salinity on one bar would induce a rapid increase in growth of oysters that initially appeared to be stunted.

The example occurred in 1943 and 1944 on upper Bay bars. Growth was practically stopped in 1943 and early 1944 when fresh water and low salinity prevailed. A dry Summer and Fall of 1944 raised the salinity above 10 parts per thousand and oysters with stagnated growth increased over an inch in length and several times in volume.

Oysters are valued by the condition of their meats. The fact is well established that a wide range exists in quality of meats in oysters from different parts of one bar as well as over distinctly separated areas.

A series of observations in Maryland were made to study this fact. The method employed in many investigations to measure condition was the ratio of the dry weight of the meats to the shell cavity. This is a practical measurement for determining commercial gallon yield from the collected bushel. A weakness exists in application of the method to determine exact differences in food quality, and it was felt that glycogen is a more reliable measure of this. Glycogen in oysters varies from bar to bar and from area to area.

Why these differences exist also raises the question of inherent capacity or environmental effect on condition. The environment in two areas in the same immediate locality where oysters have been demonstrated to be different with respect to glycogen is being studied. Results to date fail to show any relationship due to changing salinity and temperature.

weight. The big drums averaged about 40 lbs. each, and were caught about 15 miles off St. Augustine.

### Appointed Supervisor of Coastal Fisheries

W. H. Norris of Glynn County last month was appointed supervisor of the Coastal Fisheries Division of the Georgia Game and Fish Commission. The Coastal Fisheries Division, with headquarters in Brunswick, is charged with the responsibility of enforcing Game and Fish Commission regulations in Georgia's coastal waters.

Norris' appointment was announced by J. C. Calhoun, director of the Commission. Mr. Calhoun reports that the Division's new headquarters building overlooking Clubb's Creek is now completed.

### Small Shrimpers Return from Florida

The shrimp rush off Key West, Fla. is over as far as many of the small shrimp boats from Brunswick are concerned.

About half a dozen small boats which left Brunswick for the South Florida shrimp area have returned. Operators of these boats report that the craft are not suitable for shrimp in the Florida area, principally because all of the trawling is at night and boats are required to remain offshore for some time.

### Jekyll Co. to Construct New Shrimp Plant

The Jekyll Island Packing Co., Inc., a shrimp firm, announced recently that it would contract soon for construction of a permanent building in Brunswick for consolidating operations. The firm plans to employ about 200 persons.

There are a total of seven green shrimp houses in Brunswick and 150 boats in the Brunswick harbor. The income from shrimp in Glynn County averages about \$4,000,000 per year.

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## Canadian Report

By C. A. Dixon

The March landings of sea-fish in Canada (Newfoundland not included) amounted to 23,456,000 lbs., a decrease of 1.5% from the figure for the corresponding month of last year. The total landed value, \$1,142,000, was 6.2% below that for March, 1949.

Atlantic Coast landings totalled 18,929,000 lbs., 12.3% higher than the catch in March of last year. Almost all species were taken in greater quantities, the exceptions being sardines, none of which were reported as landed in New Brunswick, lobsters, oysters, rosefish and catfish. The total value of the catch declined by 7.7%, due to the lower landings of lobsters, the most valuable species.

Landings of wet-salted fish during March amounted to 36,359 lbs., consisting of cod, 12,967 lbs.; and hake, 23,392 lbs.

### Sardines Still Scarce

The month of April did not produce much more than a corporal's guard of sardines for the waiting canneries on both sides of the border. The third week in the month saw a few light catches of small sardines made in some weirs located near Black's Harbor, N. B., where the sardine cannery of Connors Bros., Ltd., is running on part time. Comparable small quantities of sardines were received at the factory of H. W. Welch, Ltd., Fairhaven, N. B.

With the absolute failure of purse seining of sardines in southern New Brunswick during the Winter of 1950, Campobello fishermen, who have been the principal class of fishermen engaged in seining for some years past, suffered a serious setback. Some have turned to other branches of the fishing industry, such as scalloping and clamping. A number of boats from Wilson's Beach and North Road have been clamping in St. Andrews Bay, and the fishermen have been earning fairly satisfactory pay. The demand for clams is steady, chiefly by the shucking plants which ship fresh clams to the United States markets.

### Co-operative Continues to Expand

Expansion of the Grand Harbor Fishermen's Co-operative, an organization that has grown rapidly in recent years, continues, and it now has acquired the fish stand premises of Walter R. Benson, located near the Western Breakwater at Seal Cove, Grand Manan. Alterations will be made to the plant which has been used for some years for the processing of salt fish of various kinds. The new branch of the Co-operative will serve the fishing communities of Seal Cove and Wood Island.

Although groundfish has been the chief branch of the fisheries engaged in, the live lobster business has become a major one with the organization, which now is one of the largest lobster concerns at Grand Manan. There are many patrons of the Co-operative in the coastal villages of the southern part of Grand Manan. Fish are bought at competitive prices and at the end of the season the company's profits are divided and paid out as patronage dividends. Blair Green of Ingall's Head, where the parent concern is located, is manager, and a branch manager has charge at Seal Cove.

### New Scallop Beds Discovered

As April bowed itself out, a surprise in respect to scallop fishing in southern New Brunswick took place, when apparently new beds were discovered along the Charlotte County coast. One boat reported having taken 70 gallons one day and slightly lesser quantities later, and some of the scallop fishermen who had abandoned dragging several weeks ago due to unprofitable operations, set sail again for the scallop grounds. Boats also have been fitting out for shad fishing, and hope is entertained that the Spring season will be a profitable one.

In addition, many have added lobster fishing to their agenda, and according to report, there will be a decided

## Rhode Island Bills Ban Bass Netting And Restrict Trap Fishing

Bills to provide that all striped bass in Rhode Island waters be taken by hook and line, with no more seining or trapping, and to prevent the setting of trap nets nearer than 50' from the high-water mark, were opposed by commercial fishermen and supported by sports fishermen at a hearing conducted April 11 by the Fisheries Committee of the Rhode Island Senate.

More than 500 fishermen, about half of them commercial, attended the hearing on the controversial measures. Views of the commercial fishermen were expressed by Judge James O. Watts, Narragansett town solicitor, representing the Point Judith Fishermen's Cooperative, Inc., and Matthew G. Faerber, Newport lawyer, representing the Tallman and Mack Fishing Co. of Newport.

They asserted that the proposal that a trap could be set no closer than 50' from shore would mean the end of trap fishing in Rhode Island. They also contended that no evidence had been presented to show that the proposed conservation measures are needed.

### Lobstermen Hampered by Windy Weather

A blustery Spring that has kicked up rough water along the New England seaboard and has caused small craft warnings to be flown every day since the first of April, has hampered Rhode Island's lobstermen. The weather also has slashed the production of shell and scale fish. Littleneck clams went as high as \$12 to \$14 a bushel on the New York market recently.

The result of the stormy weather, according to F. Nelson Blount of Warren, has been an extremely good season for a few fishermen who were able to operate in relatively sheltered waters, but a very poor one for the majority.

George B. Gross, manager of the Point Judith Fishermen's Cooperative, which handles scale fish, said production had been off by nearly half as a result of the bad weather.

### Fishermen Ready for Buckie Run

Early last month in South County, small shacks were being readied for the buckie smoking process and seines were being mended for the run of those fish, used for lobster bait. The buckies seem to have a time table schedule, laying off at a point unknown to anyone, south-southeasterly of the Rhode Island coastline, where they await warm weather before starting to run.

When the water is warm enough they dash up the coast into the mouths of rivers and head for the spawning grounds on the bottoms of inland ponds.

Buckies also are used for feed for trout, made into fertilizer or smoked and impaled on sticks and hung in grocery stores for buckie fanciers.

increase in the number of traps to be set this Spring (in May) and in the number of men and boats engaged in the work. Many new lobster boats have been added to the Charlotte County fleet, all fine boats, brought to southern New Brunswick from Nova Scotia.

### Capt. Seward Johnson

Many along the coast on both sides of the border will regret to hear of the passing of Capt. Seward Johnson, 73, of Leonardville, Deer Island, N. B., who for many years commanded a number of sardine boats, including the large carriers *Alma Connors* and *Page* of the Connors Bros., Ltd. fleet of Black's Harbor, N. B. He was a competent and reliable boatman, who will be missed by young and old in coastal communities.

### Capt. Guy Tanner

Capt. Guy Tanner, 53, one of Canada's best known fishing skippers, drowned at Halifax, N. S. April 22, when he fell between his schooner and the dock.

Several years ago Tanner served on the famed racing schooner *Bluenose* when she raced the *Gertrude L. Thebaud* of Gloucester, Mass. for the International trophy. In 1947 he won the title of "High Liner" for landing the largest catch of salt fish, at Lunenburg, N. S. As a young man he made fishing voyages from Gloucester.

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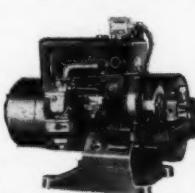
Every facility is offered the fishing fleet for repairs of all kinds and construction of new boats,—two floating dry docks, complete machine shop, electric welding. The plant is particularly well equipped for building steel trawlers. We welcome correspondence.

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# Where-to-Buy Directory

Companies whose names are starred (\*) have display advertisements in this issue; see Index to Advertisers for page numbers

## ANCHORS

Danforth Anchors, 2121 Allston Way, Berkeley, Calif.  
The Maxim Silencer Co., 65 Homestead Ave., Hartford, Conn.  
\*Northill Co., Inc., Los Angeles 45, Calif.

## BATTERIES—STORAGE

"Exide": Electric Storage Battery Co., Allegheny Ave. and 19th St., Philadelphia, Pa.  
Surrette Storage Battery Co., Salem, Mass.  
Willard Storage Battery Co., Cleveland, O.

## BOOTS

\*United States Rubber Co., Rockefeller Center, New York, N. Y.

## CANS

Continental Can Co., 100 E. 42nd St., New York, N. Y.

## CLOTHING

J. F. Carter Co., Beverly, Mass.  
Hodgman Rubber Co., Framingham, Mass.  
H. M. Sawyer & Son Co., East Cambridge, Mass.

\*United States Rubber Co., Rockefeller Center, New York, N. Y.

## CLUTCHES

Kinney Manufacturing Co., 5341 Washington St., Boston, Mass.

## COLD STORAGE

Seb. Messcher, 3940-46 So. Calumet Ave., Chicago 15, Ill.  
Quaker City Cold Storage Co., Philadelphia, Pa.

## COMPASSES

Marine Compass Co., Pembroke, Mass.  
\*E. S. Ritchie & Sons, Inc., 112 Cypress St., Brookline, Mass.  
Sperry Gyroscope Co., Division of the Sperry Corp., Great Neck, N. Y.  
\*Wilfrid O. White & Sons, Inc., 90 State St., Boston, Mass.

## CORDAGE

American Manufacturing Co., Noble and West Sts., Brooklyn, N. Y.  
\*Columbian Rope Co., Auburn, N. Y.  
\*The Edwin H. Fitter Co., Philadelphia 24, Pa.

\*New Bedford Cordage Co., 233 Broadway, New York, N. Y.

Tubbs Cordage Co., San Francisco, Calif.

## DEPTH FINDERS

\*Bendix Aviation Corp., Pacific Div., 475 Fifth Ave., New York 17, N. Y.  
\*Bludworth Marine, 92 Gold St., New York 7, N. Y.  
Kaar Engineering Co., Palo Alto, Calif.  
\*Submarine Signal Division, Raytheon Manufacturing Co., 138 River St., Waltham 54, Mass.

## DIRECTION FINDERS

\*Bludworth Marine, 92 Gold St., New York 7, N. Y.

Fisher Research Laboratory, Inc., Palo Alto, Calif.

Kaar Engineering Co., Palo Alto, Calif.  
Radiomarine Corp. of America, 75 Varick St., New York 13, N. Y.

Sargent, Lord & Co., 42 Portland Pier, Portland, Me.

\*Submarine Signal Division, Raytheon Manufacturing Co., 138 River St., Waltham 54, Mass.

## ENGINE CONTROLS

Sperry Products, Inc., Hoboken 1, N. J.  
Westinghouse Air Brake Co., Wilmerding, Pa.

## ENGINES—DIESEL

The Buda Co., Harvey, Ill.  
\*Caterpillar Tractor Co., Peoria, Ill.  
\*Cleveland Diesel Engine Div., General Motors Corp., 2160 W. 106th St., Cleveland 2, Ohio.  
\*Cooper-Bessemer Corp., Mount Vernon, O.  
\*Cummins Engine Co., Columbus, Ind.  
\*Cummins Diesel Engines of New England, Inc., 18 Hurley St., Cambridge 41, Mass.  
\*Cummins Diesel Sales and Service of New York, Inc., 1030-1044 Leggett Ave., New York 55, N. Y.

\*Detroit Diesel Engine Division, General Motors Corp., Series 71 Marine Diesel, 13400 W. Outer Drive, Detroit 23, Michigan.

The Edson Corp., 49 D St., South Boston, Mass.

Enterprise Engine & Foundry Co., 18th and Florida Sts., San Francisco 10, Calif.

\*Fairbanks, Morse & Co., Chicago, Ill.  
Gray Marine Motor Co., 646 Canton Ave., Detroit, Mich.

\*The Lathrop Engine Co., Mystic, Conn.  
\*Lister-Blackstone Inc., 420 Lexington Ave., New York 17, N. Y.

Murphy Diesel Co., 5317 West Burnham St., Milwaukee, Wis.

\*Nordberg Mfg. Co., Milwaukee, Wis.  
Osco Motors Corp., 36-27 Lawrence St. North, Philadelphia 40, Pa.

The Palmer Bros. Engine Corp., River Road, Cos Cob, Conn.

H. O. Penn Machinery Co., Inc., East River and 140th St., New York, N. Y.

\*Perkins-Eaton Machinery Co., 376 Dorchester Ave., South Boston 27, Mass.

\*Red Wing Motor Co., Red Wing, Minn.  
Wolverine Motor Works Inc., 1 Union Ave., Bridgeport, Conn.

Worthington Pump & Machinery Corp., 421 Worthington Ave., Harrison, N. J.

## ENGINES—GASOLINE

\*Chris-Craft, Marine Engine Div., Algonac, Mich.

Chrysler Corp., 12211 East Jefferson, Detroit, Mich.

Gray Marine Motor Co., 646 Canton Ave., Detroit, Mich.

\*The Lathrop Engine Co., Mystic, Conn.

\*Nordberg Mfg. Co., Milwaukee, Wis.

Packard Motor Car Co., 1580 E. Grand Blvd., Detroit 32, Mich.

The Palmer Bros. Engine Corp., River Road, Cos Cob, Conn.

\*Red Wing Motor Co., Red Wing, Minn.  
Universal Motor Co., 436 Universal Drive, Oshkosh, Wis.

## FISHING GEAR

\*F. J. O'Hara Trawling Co., 211 Northern Ave., Boston 10, Mass.

\*Westerbeke Fishing Gear Co., Inc., 279 Northern Ave., Boston, Mass.

## FISH MEAL MACHINERY

\*Enterprise Engine & Foundry Co., Process Machinery Div., 18th and Florida Sts., San Francisco, Calif.

## FLOATS

New England Fishing Gear Co., 301 Eastern Ave., Chelsea, Mass.

J. H. Shepherd Son & Co., 1820 East Ave., Elyria, Ohio.

## FORD MARINE CONVERSIONS

Osco Motors Corp., 36-27 Lawrence St. North, Philadelphia 40, Pa.

## FUEL INJECTION SYSTEMS

G & K Diesel Service, 12 Atlantic Ave., Boston, Mass.

## GENERATING SETS

\*Detroit Diesel Engine Division, General Motors Corp., Series 71 Marine Diesel, 13400 W. Outer Drive, Detroit 23, Michigan

\*Lister-Blackstone Inc., 420 Lexington Ave., New York 17, N. Y.

\*D. W. Onan & Sons, Inc., Minneapolis 5, Minn.

Universal Motor Co., 436 Universal Drive, Oshkosh, Wis.

Witte Engine Works, Kansas City 3, Mo.

## GENERATORS

The Imperial Electric Co., Akron, Ohio.

\*D. W. Onan & Sons, Inc., Minneapolis 5, Minn.

## HOOKS

\*Bill DeWitt Div., Hook Mfrs., Auburn, N. Y.  
O. Mustad & Son, Oslo, Norway.

\*\*Pfleuger": Enterprise Mfg. Co., 110 Union St., Akron, Ohio.

## ICE BREAKERS

Gifford-Wood, Hudson, N. Y.

Link-Belt Co., 2410 W. 18th St., Chicago 8, Ill.

## LORAN

Sperry Gyroscope Co., Division of the Sperry Corp., Great Neck, N. Y.

## NETS

\*W. A. Augur, Inc., 35 Fulton St., New York, N. Y.

R. J. Ederer Co., 540 Orleans St., Chicago, Ill.

The Fish Net & Twine Company, 310-312 Bergen Ave., Jersey City, N. J.

\*The Linen Thread Co., Inc., 105 Maplewood Ave., Gloucester, Mass.

A. M. Starr Net Co., East Hampton, Conn.

## OIL—LUBRICATING

Esso Standard Oil Co., 26 Broadway, New York 4, N. Y.

Gulf Oil Corp., Gulf Bldg., Pittsburgh, Pa.

\*Socony-Vacuum Oil Co., Inc., Marine Sale Dept., 26 Broadway, New York 4, N. Y.

## OIL—PENETRATING

\*Advanced Marine Products Corp., 211 Northern Ave., Boston 10, Mass.

## PAINTS

Amercoat Division, P.O. Box 3428, Terminal Annex, Los Angeles 54, Calif.

Hart and Burns Inc., Riverside, Calif.  
Henderson & Johnson, Inc., Gloucester, Mass.

\*International Paint Co., Inc., 21 West St., New York, N. Y.

Pettit Paint Co., Belleville, N. J.

\*Pittsburgh Plate Glass Co., Pittsburgh, Pa.  
Tarr & Wonson, Ltd., Gloucester, Mass.

## PRESERVATIVES

The Teckkote Co., 821 W. Manchester Ave., Inglewood, Calif.

Unexcelled Chemical Corp., 11 Park Place, New York 7, N. Y.

## PROPELLERS

\*Columbian Bronze Corp., Freeport, N. Y.  
Federal Propellers, Grand Rapids, Mich.

F. Ferguson & Son, 1132 Clinton St., Hoboken, N. J.

\*Hyde Windlass Co., Bath, Me.

\*Michigan Wheel Co., Grand Rapids, Mich.

## PROPELLER SHAFTS

\*The International Nickel Co., Inc., 67 Wall St., New York 5, N. Y.

**PUMPS**  
The Edson Corp., 49 D St., South Boston, Mass.  
Marine Products Co., 515 Lyceast Ave., Detroit 14, Mich.

**RADIO RECEIVERS**  
National Company, 61 Sherman St., Malden, Mass.

**RADIO TELEPHONES**  
The Harris Co., Portland, Me.  
Hudson American Corp., 25 West 43rd St., New York 18, N. Y.  
Jefferson-Travis, Inc., 76 Ninth Ave., New York 11, N. Y.  
Kaar Engineering Co., Palo Alto, Calif.  
Radiomarine Corp. of America, 75 Varick St., New York 13, N. Y.  
Sargent, Lord & Co., 42 Portland Pier, Portland, Me.

**RANGES**  
The Maxim Silencer Co., 65 Homestead Ave., Hartford, Conn.  
"Shipmate": Stamford Foundry Co., Stamford, Conn.

**REDUCTION GEARS**  
\*Auto Engine Works, Inc., 333 A. North Hamline Ave., St. Paul, Minn.  
Snow-Nabstedt Gear Corp., Welden St., Hamden, Conn.  
Twin Disc Clutch Co., 1341 Racine St., Racine, Wis.  
\*G. Walter Machine Co., 84 Cambridge Ave., Jersey City 7, N. J.

**RUST PREVENTIVE**  
Sudbury Laboratory, Box 780, South Sudbury, Mass.

**SEAM COMPOUNDS**  
Standard Dry Wall Products, Box X, New Eagle, Pa.

**SHIPBUILDERS**  
Bethlehem Steel Co., Shipbuilding Division, East Boston 28, Mass.  
Delaware Bay Shipbuilding Co., Inc., Leesburg, N. J.  
\*Diesel Engine Sales Co., Inc., St. Augustine, Fla.  
Liberty Dry Dock, Inc., Foot of Quay St., Brooklyn 22, N. Y.  
\*Frank L. Sample, Jr., Inc., Boothbay Harbor, Me.

**SILENCERS**  
John T. Love Welding Co., 31 Wharf St., Gloucester, Mass.  
The Maxim Silencer Co., 65 Homestead Ave., Hartford, Conn.

**STEERING GEAR**  
The Edson Corp., 49-51 D St., South Boston, Mass.  
Sperry Gyroscope Co., Division of the Sperry Corp., Great Neck, N. Y.

**STERN BEARINGS**  
"Goodrich Cutless": Lucian Q. Moffitt, Inc., Akron 8, Ohio.  
\*Hathaway Machinery Co., New Bedford, Mass.

**WHISTLES**  
Cunningham Mfg. Co., 4200 West Marginal Way, Seattle 6, Wash.

**WINCHES**  
Bromfield Mfg. Co., Inc., 246-256 Border St., East Boston 28, Mass.  
\*Hathaway Machinery Co., New Bedford, Mass.

**WIRE ROPE**  
\*American Steel & Wire Co., Rockefeller Bldg., 614 Superior Ave., Cleveland 13, Ohio  
Bethlehem Steel Co., Bethlehem, Pa.  
John A. Roebling's Sons Co., Trenton 2, N. J.  
\*Wickwire Spencer Steel Division, Palmer, Mass.

## Sounding-Lead

(Continued from page 9)

was 46,272 gallons, compared with 58,996 gallons during March, 1949. Production of tuna and mackerel oil increased, but not enough to offset the decline in the quantity of groundfish and Maine herring oils.

The quantity of fish meal produced in the three-month period by firms that normally process 92 percent of the total yield, amounted to 17,824 tons, compared with 12,358 tons during the first quarter of 1949. The amount of fish meal processed during March totaled 3,186 tons, approximately 1,000 tons less than in March, 1949. The decrease was due to lower production of groundfish meal.

**SHIP STABILIZER** A ship stabilization device developed in England is said to reduce ship roll by 75 percent, and in the difficult case of a heavy quartering sea, causing yawing, reduction is claimed to be 60 percent.

The mechanism uses retractable fins which project from the side of the vessel amidships, well below the waterline. These hydrofoils are attached to shafts which adjust themselves automatically to counter the ship's rolling motion. When the vessel begins to roll, the fins are extended and automatically controlled by two gyros, one a vertical gyro which measures list, and the other athwartships responding to the velocity of the roll.

The fins are mounted in balance in stocks which may be rotated in opposite directions by electro-hydraulic machinery. This machinery consists of an electric motor and variable delivery pumps supplying pressurized fluid to pistons which are coupled to the fin shafts. In action, the fins are similar to the ailerons that control the banking (dip to one side or another) of an airplane's wings. In comparison to the ship's steering mechanism, the fins react in a fraction of the time, requiring less than a second to move from a fully tilted position in one direction to the fully opposite position.

**NORWEGIAN HERRING SILO** An experimental installation is being built in Maa-loy, Norway, which will test methods for preserving herring in silos for later reduction into meal and oil. The plant under construction is being built by a private firm, but with over \$42,000 of aid from the Government. Plant capacity will be about 100 tons per 24 hours. Earlier trials of preservation with chemicals have given promising results.

If the operation proves successful and raw material can be stored for an appreciable period without affecting its quality, the reduction plants could overcome processing problems and enjoy a longer and more uniform season.

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Draggers: Item AEK, 47' o.a. x 12.6' x 7', Western rig, built 1938, rebuilt 1947, power 165 hp. Gray Diesel, red. gear, full equipment, fine condition, crew 3, ices 30,000 lbs. Try \$10,000. AL&D, 56' o.a. x 15' x 6.9', built in Maine 1943, ices 40,000 lbs., Eastern rig, crew 5, fuel 425 gals., 100 hp. Mack, 3:1 red. gear, new '43, rebuilt '48, fine condition, full equipment for deep-sea fishing. Asking \$18,000. Will consider reasonable offer. Party boats—47' x 12'6" x 4', built 1949, mahogany planking and decking, w. oak frame, copper fastened, 165 hp. G.M. Diesel with red. gear, speed 14/18 knots. Raised deck with wheelhouse, cockpit 25' f. and a. self bailing. No better boat on the coast. Not run over 100 hours, cost over \$20,000. Asking \$15,000, in commission. Canadian built party or fish boat, 38' x 11'6" x 3'6", trunk cabin, wheelhouse, 95 hp. Chris-Craft engine, all in fine condition. Built 1947, now in commission, \$2,500. Also work boats, cruisers, engines, etc. Write us as to your requirements. Knox Marine Exchange, Camden, Me.

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House boat, 32' x 12', two years old, built of 2" heart pine. Electric lights, gas range, oil heat, running water, sink, icebox, all in perfect shape. Dr. H. A. Tabb, Gloucester, Va. Phone Gloucester, Va. 33237 or 33232.

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Boat, 39' long, 11' wide, suitable for sardine fishing or other commercial fishing. Inquire of Henry Jones, South Bristol, Me.

### DRAGGER WANTED

Want to buy fishing dragger in good condition, 45'-50' in length, about 14' beam and 6' draft. With Diesel. Power house forward. Arthur Anderson, 2738 East 26th St., Sheepshead Bay, Brooklyn 29, N. Y.

St.-Pierre & Miquelon  
American fishing firms interested  
in operating out of St.-Pierre & Miquelon  
are invited to communicate with  
F. OLANO, Box 68, St.-Pierre, Newfoundland

### TWO FISHING BOATS FOR SALE

Two fishing boats, 87' long, 21'6" beam, 320 Fairbanks-Morse Diesel engine, will hold about 130,000 lbs. of fish. These boats are four years old and in excellent condition. Price \$125,000 for both boats. Walter C. Benson, 18 Bartlett Parkway, Winthrop, Mass.

### BOATS FOR SALE

38' Army Air Craft Rescue, twin 200 hp. Gray Diesels, rebuilt 1946, low priced—\$3,800. Draggers, all sizes, over

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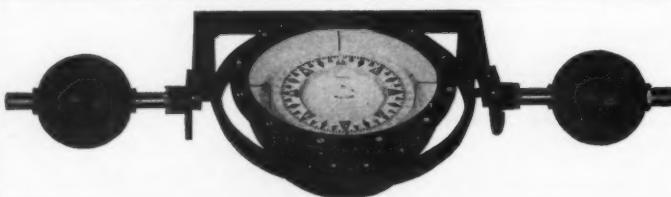
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Beyer Fish Co., Fulton Fish Market  
International Fish Co., 111 Fulton Fish Market  
Lester & Toner, Inc., Fulton Fish Market  
South Fish Co., 31 Fulton Fish Market  
Frank W. Wilkisson, Inc., 16 Fulton Market

seventy listed. If you have the right price on your boat we can sell it in short notice. If you are ready to buy a dragger or yacht consult TURNER BROKERAGE for reasonable prices. Commercial and pleasure craft, all types, all sizes. TURNER BROKERAGE, Marine Brokers, 173 Washington St., Salem, Mass. Tel. 2954.

### BOAT OF THE MONTH

Western type dragger, 41 1/2' x 11.7' x 6', built 1945 by Davis in Maine. 3-cyl. G. M. Diesel, 82 hp., 3:1 reduction. Inspectable near Woods Hole. Edwin B. Athearn, Marine Broker, Commercial & Pleasure Craft, Woods Hole, Mass. Tel. Falmouth 409-WK.



### "Ritchie" Fisherman

7" Reduced Card Compass in Bracket  
An Offshore Compass for Offshore Boats  
Proven At Sea

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Also store and warehouse Gloucester, Mass.

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Danforth Anchors  
Paints — Fittings

Experienced fishermen of  
**NORFOLK**



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**Mobil Marine Service**



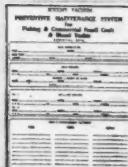
ANNUAL CATCHES in the well-known Norfolk area total well over 30 million pounds! . . .

Good reason: The majority of Norfolk's commercial fishermen take no chances when it comes to

protecting main engines and auxiliaries . . . always insist on Gargoyle Marine Oils—famous Mobil Marine Service.

Get this same proved protection for your fishing fleet!

**NOW—Get these Proved Lubrication Aids**



To keep accurate record of your ship's lubrication service, ask for new "Maintenance" form.

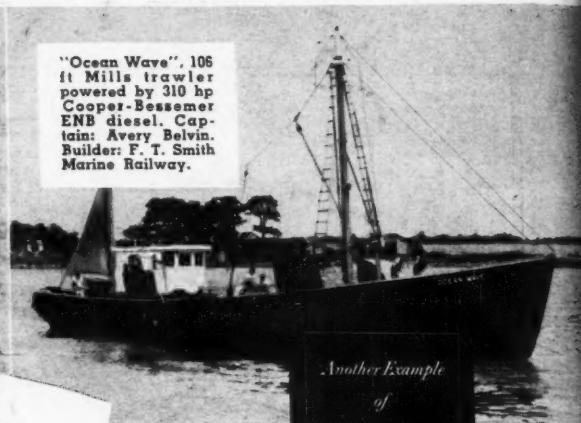
Ask, too, for new Lubrication Chart—gives recommendations for correct lubrication of all shipboard equipment.



SOCONY-VACUUM OIL COMPANY, INC., and Affiliates: MAGNOLIA PETROLEUM COMPANY, GENERAL PETROLEUM CORPORATION



"Chance", 100 ft  
Mills trawler pow-  
ered by 300 hp  
Cooper-Bessemer  
GN diesel. Cap-  
tain: Lemi Bur-  
roughs. Builder:  
Salisbury Shipyard.

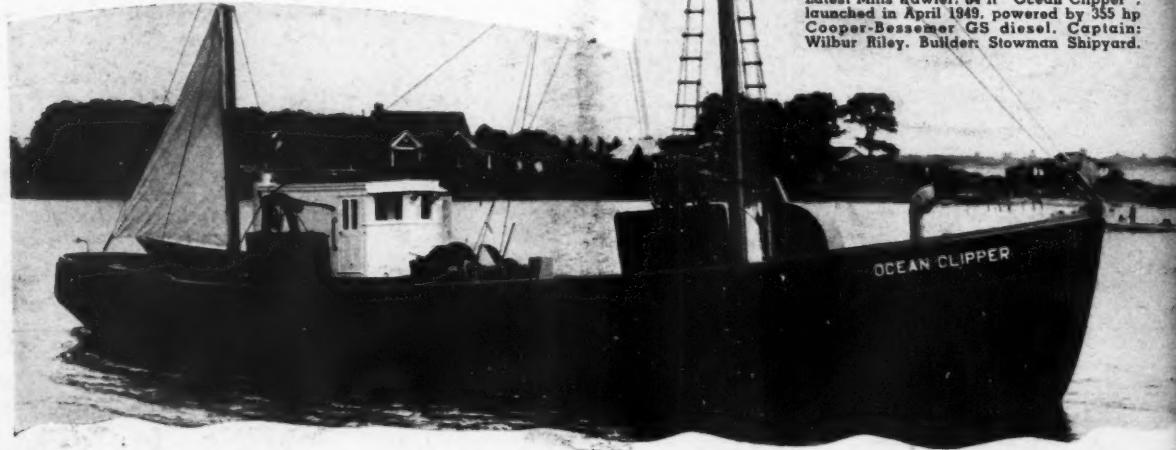


"Ocean Wave", 106  
ft Mills trawler  
powered by 310 hp  
Cooper-Bessemer  
ENB diesel. Cap-  
tain: Avery Belvin.  
Builder: F. T. Smith  
Marine Railway.

Another Example  
of  
Efficient Power  
at Lower Cost

## COOPER-BESSEMER RELIABILITY...

... 3-time choice for the Mills Fleet!



Latest Mills trawler, 84 ft "Ocean Clipper",  
launched in April 1949, powered by 355 hp  
Cooper-Bessemer GS diesel. Captain:  
Wilbur Riley. Builder: Stowman Shipyard.

In selecting power for a hard-working fishing boat, reliability is of course a No. 1 must! And, when you put in power that also assures high efficiency and low maintenance, year after year, you have engine performance that simply can't be topped.

There, in few words, is the reason why Cooper-Bessemer power all three of the above trawlers owned by W. W. Mills of Seaford, Va. Mr. Mills' first Cooper-Bessemer was picked on reputation. The others naturally followed because the first

more than lived up to expectations. All three are now demonstrating the kind of reliability and over-all efficiency that pays off!

If you have a powering or repowering job coming up, get all the facts on Cooper-Bessemer qualities and features that can work to your advantage, year in, year out.

The  
**Cooper-Bessemer**  
Corporation

MOUNT VERNON, OHIO — GROVE CITY, PENNA.

New York, N. Y.   Washington, D. C.   San Francisco, Calif.   Seattle, Wash.  
Houston, Texas   St. Louis, Mo.   Chicago, Ill.   Los Angeles, Calif.  
Gloucester, Mass.   Calmes Engineering Co., New Orleans   Caracas, Venezuela  
Halifax, Nova Scotia   Maxwell-Simpson & Associates, Vancouver, B.C.

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355 hp  
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